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Page 50: the trucks that dominate any paddock. The drivers of these enormous yet decorative beasts have considerable responsibility. Mario Luini imagines the thoughts that go through their minds on the road to a Grand Prix.

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Grand-Prix international

IS ONE SALE 10 DAYS AFTER EACH GRAND PRIX.

EXPERIENCE COUNTS

Apart from Alan Jones two wins, the Austrian and Dutch Grands Prix will be remembered for fine drives by Gilles Villeneuve. Even though his chances of taking the World Champion are receding, he remains for us, one of the great drivers of this season.

Villeneuve could well have been excused for thinking that his chances of winning the World Championship were good while he led the race at Zandvoort. After he'd overtaken Jones—and how—Villeneuve slowly began to draw away and one had the impression, for a while, that he would win. A win in Holland after second places in France and Austria would have put him in an excellent position for the last three races. Those at the side of the track might well have been hoping for him to win. After all, Gilles Villeneuve, World Champion, would have been a triumph for a brave, attacking and competitive spirit.

But Gilles made a mistake, rather as Niki Lauda did in England in 1974. He didn't stop in the pits to change his punctured tyre. Instead that old fox Jody Scheckter, thanks to luck but more than that experience, inched a little closer to the title. If Laffite doesn't have a spectacular come-back, the south African will be World Champion. Experience counts.

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The paddock in Zandvoort

PROCAR :

The last two rounds of Procar have taken place at Zeltweg and Zandvoort. Jacques Laffite won the Austrian round, challenged by Alan Jons at the start of the race, and Markus Hottinger towards the end, the young Austrian finishing second overall. Third went to Pironi who had a long battle with Regazzoni.

At Zandvoort, Regazzoni was leading protected by Jones when the race was stopped after five laps following a rain storm. But Regga had a bad start and Jones spun away his chances in the restart, which left Hans Stuck out in the lead to the end. Laffite caught him up and finished second, having overtaken Manfred Winkelhock. Lauda failed to finish at both races, but still leads the series with 63 points to Regazzoni's 61. Stuck has 53 points and there's just one round of the Procar series to run at Monza.

BMW's Jochen Neerpasch has said that he's very happy with the series and hopes to run a slightly revised Procar series again next year. BMW Procars may only race at five Grands Prix but Neerpasch hopes to have more races, still with Grand Prix drivers, away from the Formula One events themselves,

BRABHAM AND ALFA : DIVORCE

Brabham designer Gordon Murray wasn't at Zandvoort. He was back at the works designing a new Brabham to take a Ford Cosworth engine. It's now certain that Brabham and Alfa Romeo have gone their seperate ways. A Brabham-Ford could well make its first appearance in the United States. Meanwhile, a Cosworth has already been fitted into a BT 48 and Nelson Piquet recently did a few laps at Silverstone in the car.

LAS VEGAS 80 : IT'S NEARLY ON

Chris Pook, the instigator and organiser of the Long Beach Grand Prix, was in Zandvoort and there he confirmed that a non-championship Formula One race would be held in Las Vegas early in November 1980. ACUS's (Automobile Club of the United States) agreement has already been obtained and all that is necessary is FISA's visa.

Some other countries are also eager to hold events, and are upset that America could be in line for a third race. Among the others are Poland, Mexico, Japan, Australia and an unnamed Arab country.

IMOLA : MONZA REVENGE

At one time Bernie Ecclestone wanted the Italian Grand Prix at Imola and duly signed an agreement with the Imola Automobile Club. However, the Grand Prix is back at Monza again, so FOCA have honoured their agreement with Imola by putting on a non-championship race there the week after Monza. Currently it seems that 20 cars will compete with at least one each going from each FOCA team. However, it seems that there will be two Ferraris, two Alfa-Romeos and two Merzarios.

THE NEW REBAQUE APPEARS

The new Rebaque HR 100/01 was in the Zandvoort paddock as Hector's spare car, although it was unlikely to be used. The radiators for both oil and water hadn't been fitted and the electrics were incomplete.

In fact it's almost a Lotus 79 copy with various modifications particularly to the suspension mountings and side pods. The latter are inspired by Williams and hide a water radiator on the right and two small oil radiators for engine

ang gearbox on the left.

Aerodynamically, the HR 100 looks like a Lotus 79 with a narrow nose and its rear wing mounted on two high side plates.

« Our main problem up 'til now has been maintaining the 79 and its loss of ground effect, » explained Hector Rebaque. *« We've built up a very good and light monocoque in the Penske workshops. It's not the only Rebaque Formula One car. The second is currently being designed and will have some novelties built in. We're going to test the car at Silverstone before deciding whether to debut it at Monza. »*

So the young Mexican driver embarks on a new stage of his career, as driver-constructor, a stage not devoid of interest nor problems.

MICHELIN : MORE TEAMS

It seems well and truly possible that Michelin will supply one or more teams with tyres next season. One of the Michelin directors went to the French Grand Prix and returned to Clermont Ferrand convinced that the company's chances would be improved with more teams, something that Pierre Dupasquier has said for a while. When we last heard, Williams, Alfa Romeo and Brabham were in with a chance of using the French tyres.

PROST : AMERICAN DEBUT ?

Frenchman Alain Prost war in Zandvoort to make a few Formula One contacts. Prost has been almost unbeatable this year in the European Formula Three championship and has taken the title even before the series has finished. He has nothing formally fixed up for next year, but might drive a third Tyrrell at Montreal and Watkins Glen.

SCHECKTER WAS THE CLEANEST

Jody Scheckter was considered by the Candy judging panel to have driven the cleanest race at the Dutch Grand Prix. He was awarded 13 points in front of Jones (8 points) which is understandable, and Gilles Villeneuve (7 points) which is less than understandable. In the overall classification (as from the French Grand Prix), Jones leads the series with 59 points in front of Regazzoni, Laffite and Jabouille.

A LOTUS-TOYOTA IN AMERICA ?

The rumours started at the British Grand Prix that Toyota might come into Grands Prix as from the American Grand Prix East, not just as a sponsor (they're already the major supporter of the Watkins Glen event). Then at Zandvoort we heard that Toyota had bought a Lotus 78, not from Colin Chapman but from Hector Rebaque. And once again, the rumours went round : could this Lotus-Toyota be entered at Watkins Glen ? The conditional tense is all-important. The car could well become a test car, in which case one might have to wait a little longer before the Japanese firm really comes into Formula One.

Staying in Japan, we hear that Honda are becoming more and more interested in Formula One, especially following Renault's success.

FERRARI, RENAULT ALFA : THE BIG THREE COMBINE

The three big car companies directly involved in Formula One signed a tripartite agreement recently. They feel that they are under threat from the FOCA and have vowed to solidarity *« in order to maintain the current rules with regard to the use of tyres and acceptance of the turbo engine. »*

This alliance between the big three was quickly agreed upon. Under the context of fuel conversation, FOCA wanted to limit fuel capacity to 160 litres, which would place the turbo at a disadvantage because it uses more fuel than normally aspirated engines. The French cars might well have to pit for more fuel during a race. It might also discourage Ferrari from using their turbo and it would also put Alfa Romeo at a disadvantage for their V12 is very thirsty.

The FOCA held a meeting on the Thursday before Zandvoort. No decision was taken concerning the turbo nor a limit on tyres used during practice. But it was enough to see the faces of some of the members of FOCA to suspect that they weren't very happy.

A RACE, A MECHANIC : IAN HUNTER

Ian Hunter is 29 years old and comes from Lee-on-Solent near Portsmouth. He's not exactly one of the old school of Formula One. He's a big fellow, like a removal man, and he's worked with the Tyrrell team since the end of the 1976 season.

Before that, Ian was a truck driver, and that's how he started work with Ken Tyrrell. So he's always been a traveller but he's combined his interest with his job : motoring racing and truck driving.

« I've always liked the life. Travelling, going from country to country, the customs, they've been part of my way of life. Before I joined Tyrrell, I was a lorry driver taking all sorts of things all over Europe. Then one day the job with Tyrrell came up. I jumped at it. I'd always been interested in motor racing and motor cycle racing. I wasn't going to miss this unique opportunity. The best way to see racing is from the inside. »

Ian Hunter's interest in motor sports comes from his participation in motocross events. *« Only locally though, »* he explains. *« I just raced for fun, I was never going to do well, I don't think I'm really a winner. »*

Ian's life didn't change much when he started to drive around European circuits instead of warehouses. *« The work's the same, pretty similar to what I've always been doing. All I've had to do is adapt my experience to new surroundings. What is very different is the enormous responsibility on one's shoulders. You're carrying around a whole team's work for a whole season. You can't afford to have an accident. You have to be twice as careful on the road, and that isn't easy when you've got a limited amount of time to get to a circuit. There's also the customs and all the paperwork : you have to make sure that when you enter a country you can get out of it again without problems. »*

Like most of the Formula One truckies, Ian Hunter's job at the circuit is as storeman in his truck. He has to know where and how many parts he has in store so that he can accelerate the mechanics' work at the circuit. It's also his and his co-driver's job - there are two drivers in the truck - to put up and take down the awning which serves as a temporary workshop beside the truck. Back at the factory, Ian's job is to check the state and number of spare parts he's carrying in the truck, and to give a hand where it's wanted.

« Back at the factory there are six mechanics, two per car. Everyone works under Roger Hill. He gives me my orders. »

When one asks Ian if he's happy with his job, he doesn't hesitate to reply. *« Oh yes. The atmosphere is tremendous. We work hard but we laugh a lot as well and that's essential. Because we're always coming back to the same circuits, year in and year out, we get to know the best places. It's always good, even if one doesn't sleep much, which seems to happen a lot. »*

Not surprisingly, when one asks which other team he'd like to work for, Ian replies immediately. *« None. Obviously I've got a lot of admiration for winning teams though, like Williams at the moment, or Renault. I know that I could earn more money in some of the other teams. But I wouldn't get so much satisfaction, and you've got to remember that Team Tyrrell is one of the most stable teams in Formula One. In three years, only two mechanics have left. I think that proves something. »*

A Formula One team, it doesn't matter which, always reflects its team manager What Ian has to say of Ken Tyrrell confirms this *« Ken ? Very good, very fair, very straight, I really enjoy working for him and I think the others do too. There's never any problem with him if everyone does his job properly. We often see him, but he's never standing behind us making sure we're doing our job properly. He respects us and we respect him. For example, if one of us makes a mistake, he immediately comes over and talks to us about it. But five minutes later, it's forgotten and you don't make the same mistake again. »*

Ken Tyrrell's strong personality came through at the start of the season when the team started off without a sponsor in the World Championship. *« It scarcely meant anything to the team, »* admitted Ian Hunter. *« Ken was the same as ever. And everyone worked as they always had, that's to say at a hundred per cent. Anyway, we still received the same bonus money in relation to how the cars finished in the points. »*

Ian has been able to build up his own views of drivers during the three years that he's worked with Tyrrell. Even so, he doesn't like talking on that subject. (*« It's impossible for me to say who's the best, they're all so close. »*) He admits to being impressed by Jarier. *« Jean-Pierre's not a bit like people said he was. And he's had a lot of good races this year. »* Didier Pironi ? *« He's made tremendous progress, I hope he'll stay with us. »*

Ian admits that he he's a Jackie Stewart fan, *« but I've never met him, and that would certainly influence my view. »*

Ian reckons that Ronnie Peterson had a lot of bad luck in the team, but he was a determined driver *« Like Patrick Depailler, »* says Ian, *« whom I like a lot because he always tries 100 per cent during a race. »*

Now it's the transfer season, who would Ian Hunter like to see running in this team next year should he suddenly have the right to chose ? *« No one, »* he says seriously. *« It's fine as it is now, with Didier and Jean-Pierre. »*

M.L.

We have combined two issues of Grand Prix International into one on this occasion because of the National holiday period in France during August. In turn this made distribution and printing of two issues impossible. In this issue, you will find the statistics and information relevant to the Austrian and Dutch Grands Prix. The next issue of Grand Prix International will be plubished after the Italian Grand Prix on September 15.

SCHECKTER CHAMPION?

Silverstone, Hockenheim, Osterreichring: at each of the Grands Prix three held on these circuits this year, Jody Scheckter and Jacques Laffite have found themselves racing against one another. Scheckter's Ferrari T4 and Laffite Ligier JS11 have been fighting for the World Championship on the track. The situation changed in Holland: the Ferrari seemed to go better, while the Ligier seemed less on form. Jody Scheckter drew another two points further in the lead, even though he was led by teammate Villeneuve who at one time looked like winning, but then retired. Laffite's task is becoming harder, Villeneuve's is virtually impossible. But you never can tell.

by Eric BHAT

Zandvoort, three quarters of an hour before the start of the Dutch Grand Prix. As usual, Ferrari engineer Mauro Forghieri is evasive about his team's chances in the Grand Prix. He eats huge lumps of steak, but in between, initimates that he isn't very hopeful. *"It's going to be hard,"* he says. He always says it's going to be hard. *"We've got to finish, that's the most important thing."* He always says that they've got to finish. He suddenly points at the sky. *"Look at those clouds, anything could happen."*

That's certainly true, more than anywhere it could rain here beside the North Sea. It's rained quite a bit the last two days.

But how could Forghieri repeat what he said at Zeltweg? The Ferraris were much better at Zandvoort than in Austria. The proof is the comparison in performance to Arnoux, each time on pole position. Villeneuve and Scheckter were 1"7 and 3"1 behind respectively in Austria, and 0"9 and 1"5 respectively behind in Holland. The gap had been halved. The Zandvoort track presents more problems, yet the Ferraris seemed to be going better than at the Osterreichring.

All the same, Mauro Forghieri was a little more optimistic in the end. *"Gilles was very fast this morning."* That was true, he'd been quickest of the field, 0"4 quicker than Alan Jones. It augured well for the race. *"The competition is wide open. Remember, Laffite said that the Ligier would be fantastic at Zandvoort, he'd be in front of everyone. That's scarcely true now that we're here. Look where he is, behind us. That shows what can happen."*

The race echoed his words. Laffite, in fact is a perfect example. He wasn't too optimistic at the start, yet he finished third after being well back at the start. And what can one say about Scheckter? He took a fantastic second place. It was fantastic because it allowed him to pull a little further ahead in the series. And it was fantastic because it was scarcely expected. After a really bad start, Jody went by on the first lap in 18th place.

Scheckter-Laffite: the duellists in the World Championship. In Austria, their battle was finally resolved on the last lap when Laffite just managed to outbrake Scheckter into the chicane.

Normally he would have been a lot further up the field. But Jody climbed up to second place, a fine drive. If he'd had a better start, he might well have won, for Jones had to ease up at the end because of gearbox trouble.

Fair enough, only seven cars finished, but it wasn't just the number of cars retiring that helped Jody make up 16 places. Luck has something to do with it, because Arnoux, Regazzoni, Jabouille and Villeneuve might well have finished in front of him, but for their problems. But Scheckter overtook all the rest, or would have overtaken them if they hadn't retired in the early stages of the race.

After his second place in Holland, Jody has a good chance of winning the World Championship, even though he now has to start dropping points. Laffite has to gain at least nine points, providing Scheckter doesn't improve his score. Nine points, Jacques could take those with one win or *three* second places, because he'd have to drop some results. But in every case, the Frenchman's task is hard, especially when you consider that Williams seem to be winning and taking maximum points, and Renault are competitive too, to say nothing of Ferrari. But as Forghieri himself says, anything could happen.

A difficult warm-up for the Ligier team at Zandvoort. The mechanics work on the bump stop rubbers, but the problem wasn't solved.

A lap (or at least, some of it) on the wheel rim for Villeneuve. His determination wasn't rewarded, the suspension collapsed.

LIGIER: HARD TIMES

When Scheckter caught Laffite on the sixth lap of the Dutch Grand Prix, the Ligier driver put up virtually no resistance. That was the opposite to the situation in Austria two weeks earlier when they duelled for nearly the whole race. Laffite at that time never considered himself beaten. He still hoped to overtake Scheckter, and he managed it on the last lap under braking for the chicane. However, the evening before he said: *"Anyone who tries to overtake at the chicane will go off. Immediately you go off line, it's as slippery as ice."* But he tried it anyway, could he overtake Scheckter? The latter stayed in the middle of the track and left his braking as late as possible. Third place was at stake, he didn't want to lose it, especially considering the way the championship works currently.

The Ligier managed to find space between the Ferrari and the side of the track. The two cars touched briefly, but Laffite came out of the chicane first. Jacques had taken third place. *"During the slowing down lap, Jody pulled alongside me on the straight and made a sign to congratulate me. That really made me pleased."* Gerard Ducarouge added, *"it was Jacques who finished third, not the car."* Currently, that type of compliment is all too rare, and when it is made, it is worth a lot.

Laffite, on the other hand, wasn't expecting to go that well in the Austrian Grand Prix. On race morning he was to be found rather depressed, not his usual exuberant self at all. *"I'm not really very optimistic. I'm starting in my usual car which isn't very good to drive and doesn't handle as well as the spare. But Gerard says I've got to use my car for reliability reasons. Parts aren't changed so often on the spare and they may not last the race. The karmanns round the engine aren't working very well, and I'm not happy with the handling."* After the race he was a lot happier. *"It didn't go badly in the end, even though the rev limiter was cutting in early and the car was oversteering a little too much. I've still got a chance in the championship thanks to this third place. And now we're going to try and improve the car. Zandvoort will be very good."*

But at Zandvoort it was worse. The Ligier team certainly tried to improve the car as Jacques had said. But the result was disastrous. He may have taken third place (his third in succession) but it wasn't indicative of his race. He started a long way back on the grid, and in the end, he started the race in the spare car.

The Ligier team sunk to new depths this season during the morning warm-up. It was the low spot of a fairly bad weekend. Throughout practice, for two whole days, Laffite had been complaining of the same thing: the car was hitting the limit of shock absorber travel on the Zandvoort bumps, and Ducarouge didn't seem to be able to do anything about it. Furthermore, the chassis was bottoming on occasions. The underside of the car had been completely enclosed, and according to Jacques, this gave the car too much downforce, hence the bumping movement. He asked for stronger springs, session after session, yet even by Saturday afternoon, the car was still bumping. By then the team had reached their own limit of hard springs.

With Paul Lauritzen's (Goodyear) help, Ducarouge managed to find some springs late on Saturday afternoon. They got two front springs from Shadow, and two rears from McLaren. Laffite would only have the half hour warm-up to find out whether they'd solved the problem.

The answer was no. After just one lap, he stopped in the pits and briefly confided with Ducarouge, *"it's still the same."* Then turning to the journalists standing close by, he signalled his disappointment. The mechanics worked on the front and rear track of the car. When it was back on the ground, Jacques went out again. Ligier took Ducarouge aside. *"Ok, we've bungled. We've got to do something. It's right on the bump stops, we've got to take them off. We've got to do it, we've got to try. Do it for the race."* Both men were at the limit of their patience.

After just one more lap, Jacques was back in the pits again. Guy Ligier, Lionel Hublet and Gerard Ducarouge leant into the cockpit as one. It was soon obvious that it was just as bad. Ligier was annoyed, but kept to his idea: *"take of the bump rubbers."*

The operation took a few minutes. The mechanics cut the rubbers. Jacques went out again. There were only ten minutes left of practice. He didn't even use them. The next time round, he signalled that he was going to come in. Ducarouge watched from the side of the track. *"He's coming in because he bottomed there. That's why he lifted off."* And then to Guy: *"it's not a problem of springs nor bump rubbers. It can't be that."* When Laffite got out of the car, he called to Ducarouge: *"give me a normal car."*

A puzzled Laffite opposite Michele Dubosc's board. He wasn't in the list of fastest times, for good reason.

The following discussion in the truck was heated. Jacques spoke angrily. *"We've been caught by trying to do everything too well. When we make modifications, we've got to make them on one car at a time, not to all three at once. Because if it doesn't work, we're caught in a trap."* He added to Ducarouge, *"don't make the car worse, Ok? It's really a shame that it's not like it was before. Now we don't understand what it's doing. I want to race, I want to be competitive."*

They looked at all the possibilities: with or without the bodywork beneath, as at Jarama, his own race car, Jackys's or the spare. In the end Jacques decided to race the spare car in Osterreichring specification. *"Just give me a car like the one I raced in Austria, that's all,"* concluded Jacques. The mechanics immediately started work.

Jacques couldn't have expected to do well in the race. He started in a car that was on approximate settings, a car that he scarcely knew. He lost a number of places during the race, but thanks to the numerous retirements, ended up third. Guy Ligier suddenly recovered. *"Yesterday we'd lost the World Championship. Today, luckily, it's still possible. I'm going to be emphatic: when we've solved our problems, our cars will as competitive as the Williams."*

VILLENEUVE: AN EXTRAORDINARY TEMPERAMENT

Villeneuve, on the other hand, wasn't so happy. He left Zandvoort saying that he almost certainly wouldn't be World Champion this year. His chances were greatly improved by a second place in Austria. He was looking good for first place at Zandvoort, or at least second place. But he retired, principally because of his own fault. It's hard then to say it was bad luck.

He had a puncture, but he didn't stop to change the tyre. Because of his mistake he retired. Mauro Forghieri made it plain whom he blamed. A lack of maturity. Gilles admitted it himself after the race: *"I made a mistake."*

All the same, Gilles put in drives both in Austria and Holland that make him the most competitive driver currently in Formula One. At the start of the Austrian Grand prix, he made such a tremendous start from the third row that he was first into the chicane. He may not have been able to hold back Jone's Williams nor the Renaults, but he still tried really hard right to the end of the race: *"at the end, my arm was really hurting."*

He astounded onlookers again at Zandvoort. On the eleventh lap, he took the lead from Alan Jones around the outside of Tarzan. Two years ago, when Andretti did the same thing to James Hunt and they crashed, Hunt called Andretti mad. Villeneuve proved that it wasn't impossible.

But Gilles hadn't stopped surprising the crowd massed at Tarzan. On the 48th lap, a tyre losing air which had caused a fast spin at the chicane two laps before, exploded in the straight. The Ferrari spun at Tarzan, the next corner, and stopped off the track. Silence reigned. Gilles had just retired, or that's what everyone thought.

But no, the engine started, and the man had just one idea left: to carry on. Off he went on three tyres and a rim. On the way round the circuit, the suspension broke and swung behind the car, showering sparks from the monocoque which trailed on the ground. On two wheels, the right rear for driving, the front left for steering and the right front way off the ground, Gilles got back to the pits. It was all over, he wasn't going to be World Champion this year. □

CHICANE CHAT AND MORE

A lot goes on at every Grand Prix, and it is inevitable that some things are never written about simply because they aren't important enough. But they shouldn't be ignored. At Zandvoort, for instance, the performances of Stuck and Rosberg should be expanded upon. Equally, « Scheckter's chicane » deserves a few lines. The same is true of the talk about Alfa Romeo's possible participation at the Italian Grand Prix at Monza.

MISTER CHICANE

When Jody Scheckter ducked unter the Renault canopy on Friday in between practice sessions in order to have lunch with his French friends, Gerard Larrousse greeted him with the words *« Hallo there Mister Schicane. »* The twenty or so persons present burst out laughing. Jody, resident of Monaco, is fairly familiar with the nuances of the French language. He took the jibe without replying, reminded once more that the new chicane which was his idea wasn't too popular with the other drivers.

In fact the new chicane wasn't popular with any of the drivers. *« Why weren't we consulted ? »* asked Didier Pironi. *« We get here and find it a fait accompli. The chicane was a bad idea and there's nothing that can be done about it. »*

« It's more dangerous now than it was before, » commented Regazzoni. Arnoux was of the same opinion. *« Before, the right hand corner was quite wide, you could take it flat without any problem, and you'd arrive at the end at about 175 mph. Now you get there just as quickly because the chicane scarcely slows the cars at all. I go through there in fifth. But while there was no danger there before, now you have to get the line right in order to go through the chicane. And if you mess it up, you thump the kerbs. It has absolutely nothing to do with safety at all, this chicane. »* Soon everyone else was saying the same thing.

« OK, it was I who designed the chicane, » admitted Jody Scheckter. *« Every one's complaining about it, yes ? It's true, it hasn't really worked. I've bungled. The chicane's too fast, I thought it would be slower. But the other members of the safety committee* (they are five in total) *said to me, make sure it's not too slow. And that's what had in mind. But it hasn't worked. It's not sharp enough. But it's not the only chicane like that, the Monaco chicane is just as fast. »*

- The other drivers say that it's much more dangerous now than it was before.

« The other drivers don't know what they're talking about. Before, it was absolutely flat through quite a few corners. If something happened, there was no chance of staying on the track. »

- They say that cars could be launched.

« OK, it's still dangerous, but in a different way. All the same, we're going slower through there. But it's easy to criticise. The other drivers demand safer circuits. Then when they've got them, they criticise. »

One can imagine that this chicane (which incidently was due to disappear the day after the race according the Dutch law) will be very different next year. And certain drivers expressed the wish to form an association whereby everyone would be involved with safety and could have their say.

ROSBERG : SO NEARLY THIRD

The Wolf hadn't been so well up since the Belgian Grand Prix where James Hunt held fourth place before he retired. Keke Rosberg was also fourth at Zandvoort before his engine let him down, and he would have finished third if he'd kept going, thanks to Villeneuve's retirement.

The Finnish driver did magnificently. It was a superb performance. Keke was seventh on the first lap, over taking Lauda (second lap) and Laffite (fourth lap) before chasing off after Pironi who was some way in front of him. Keke caught him in only four laps, stayed three laps in his slipstream and then took fourth by going round the outside of the Tyrrell at Tarzan. Later, he inherited third place when Jabouille pulled out, but then lost it again when Scheckter came up and overtook him. But fourth place looked safe until the engine began to misfire and Keke headed for the pits and retirement shortly afterwards. It was a shame for the fiery Finn deserves a good result.

Peter Warr spoke to us the evening before about the progress made with the car, for there was Keke sitting on the fourth row of the grid. *« We've altered the weight distribution, we've put more on the front and that's improved the steering. Before, the car understeered, that was its major problem, »* explained the English team manager. *« At the same time, we've modified the front suspension. We tested at Brands Hatch before coming here and it was very encouraging. We've really made some progress. »*

The Wolf team seems to have new enthusiasm since the French Grand Prix and the arrival of the dynamic Keke. *« He's a real charger, »* says Warr. *« He always drives hard, rather similar to Jody Scheckter, although he's not quite as good at setting up the car, but he always tries his utmost in a race. It's very rewarding to work with him ».*

Peter Warr and the team aren't too certain about their future in Formula One. Walter Wolf's decision whether to carry on depends on Olympus's involvement. If the Wolf team continue, it will certainly be with Rosberg, but the latter is prepared for the worst. *« I like CanAm a lot. If I don't do Formula One next year, I'll concentrate on that series. I haven't heard anything about Paul Newman coming in, nor Rick Mears as some of the papers have said. I know Newman well, but he's never mentioned coming into Formula One. »*

UPS AND DOWNS AT ATS

Within the space of two Grands Prix, Vic Elford has put ATS on the map. In both Austria and Holland, Hana Stuck went well, even though his drives were fruitless. He showed that the ATS D2 designed by Nigel Stroud has considerable promise.

At Osterreichring, driving a brand new car, the German driver was able to keep up with Derek Daly and Patrick Tambay, but was let down by the engine. He could well have finished eighth.

« We left Austria very optimistic ,» said Elford. *« We knew that the D2 was a good car. When we got back from Austria, we worked in the wind tunnel for one night and I think we solved the problem we had at Osterreichring, that of slow straight line speed. We managed to find a compromise that gave us the same ground effect, but improved the straight line speed. We then went to Silverstone to make sure that we were going in the right direction, but we didn't manage to prove anything as we had constant electrical trouble ».*

On friday afternoon at Zandvoort, Stuck was the quickest of five drivers trying win a one set of tyres, he improved by two seconds the next day. *« The problem is that you only get one set of tyres »,* explained Hans. *« The grip is so much better that you almost have to learn to drive again. It's incredible ».* Elford added : *« With two extra sets of qualifiers, Hans would have been one of the ten quickest, no problem ».*

Stuck's race was cut short by gearbox trouble. Gunter Schmidt, the boss of ATS, was annoyed and blamed Vic Elford. He was wrong to do so. Vic has got to grips with the team, both on the mechanical and personneal side. Schmidt has been wondering why the team hasn't had any results and they say that he's beginning to lose patience. But remember that four team managers have come and gone thanks to unhappy relations with the team patron, and that doesn't settle a team at all. Let's hope that Schmidt allows Elford to get on with the job without interference, as Elford requested before he joined.

The new Alfa, a real wing car with bodywork by Choulet. Will it be at Monza ?

Hans Stuck is optimistic, but his team patron is impatient

THE ALFA AT MONZA ?

The new Alfa-Alfa should be at Monza. It was announced some time ago. The programme was on time and the car was introduced and first tested in August, these tests being conducted by Bruno Giacomelli and Vittoria Brambilla at Monza and Baloco.

But at the time of writing, following the Dutch Grand Prix, it still wasn't certain whether the car would run at the Italian Grand Prix. The reason, it seems, is lack of competitivity. Technical boss Carlo Chiti is pushing hard for improvement, but when we went to press, the likelihood of it running was about 60/40 against. □

E.B.

The « Scheckter » chicane : controversial

Keke Rosberg : according the Peter Warr, he's a driver in the Scheckter mould.

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WINNING-NO REWARD

Frank Williams is a happy man these days. His cars are winning. They've won four Grands Prix in a row. At Zandvoort, delighted, following the race, Frank was some way away from the rostrum when he said *« it's the first time it's been done since Jochen Rindt in 1970 «*. The Austrian driver was World Champion. Thanks to the championship rules, Alan Jones hasn't the least hope of becoming World Champion. That's been obvious since the end of the first half of the season. However, Alan is winning races and why not ?

« I'll have to go and break a mirror or something like that, « said Alan Jones at Hockenheim the evening before his first Grand Prix win of the season. Up to that moment, he hadn't succeeded in realising his and his Williams FW 07's potential. It had been his teammate Regazzoni who'd given frank his first win two weeks before in England. Alan, at that time, just thought he had a jinx against him. But only for another 24 hours or so, until he'd won the German Grand Prix.

Since then, he hasn't stopped winning. Alan's won three Grands Prix : Germany, Austria and Holland. Even so, it can't be said that his jinx has totally disappeared. A slow puncture in Germany and his engine losing power towards the end threatened to lose him the race. But he hung on and won by seconds from Clay Regazzoni. Everything went allright at Osterreichring, yet it was e brief holiday for the jinx. At Zandvoort, Jones's cold sweat returned. He was in the lead, that's a fact, after Gilles Villeneuve had spun at the chicane (and Alan had had to lock up his brakes to miss the spinning red Ferrari). But each time he changed gear, his pulse quickened.

« Twenty-five laps from the end, it started jumping out of second, and then it went altogether. Then the same thing started happening to third gear a little later on, » said Alan after the race. Four times the Williams engine overrevved in Tarzan because the gear jumped out. And there was more than a quarter of the race to go. Surely Scheckter was going to win, Alan couldn't go on like this. But lap after lap, Alan came by. When Laffite tried to unlap himself, Alan didn't put up any opposition. He sensibly lifted off. He let the Ligier draw away little by little, but at the same time checking, lap after lap, by way of the pit boards hung out to him, his lead over second man Scheckter. Il was lessening, that was true, but not by enough to really put the leader in jeopardy. Jones's real problem was the bloody gearbox. It could fail completely at any moment. And he'd already won two races in succession, surely it was too much to expect to win another. Even so, he had to try, as though nothing had happened during the last two events.

You might wonder waht is going to stop William's run of success. Tyres ? During the last four races, the Williams' Goodyear have worked perfectly with the superb balance of the cars.

It's up to Michelin to counter their American rivals and get Renault and Ferrari back on top. But the radials are particularly good in street circuits. So it's not simply a guess that Jones, when considering the rest of the races left in the championship, reckons that : *« The Ferraris will go very quickly at Montreal. It will be hard to beat them »*. But he doesn't stop there : *« and the Williams will be very competitive at Monza and Watkins Glen »*.

CHAMPION WITHOUT A CROWN ?

Should Alan Jones win the last three races of the season, he'll be in one of the most frustrating positions in the world. Another win would only give him six points instead of the usual nine, and one more : 0 points. That's the result of this great idea of counting only the four best results in each half of the season and dropping the rest.

Alan was thinking about the rule the evening after his Dutch Grand Prix win. He'd thought about it quite a lot : *« this scoring system is completely stupid. And I'm not just saying that now, I said it three months ago. I've known that i haven't had a chance in the series for some time now »*. With three more wins — although Renault, Ferrari and Ligier will do everything they can to stop him getting them — Alan Jones could be the World Champion without a crown. But like Williams, he has his sights firmly fixed on 1980, the year they're really going to win the World Championship.

« Rules are rules », concludes Frank with a certain philosophy, but adding, with a sparkle in his eye, *« but there's always the Constructors Cup. »*

FRANKTASTIC

Even though it was at a rather slower pace than that during the opening laps, the Williams continued on its way. Frank watched from the pits. Each time the car came into view, he seemed to relax a little. But only for a moment. Because then worry would line his face as he waited for the car again. The chequered flag brought the long wait to a happy end, a wait that had worried both driver and team manager. One, at the side of the track, and the other, in the cockpit, felt the same relief and happiness at having won.

So a Williams had won for the fourth time running. Frank couldn't believe it. Emotional minutes passed, and then he was as lively as ever, walking through the paddock with his son, similling at everyone. Completely relaxed. But he kept a cool head. *« It's true, I'm certainly very happy at the moment, »* he said. *« But I'd be stupid if I became over confident. Everything's gone very well, but we've got to keep it up. We're still a long way behind the Lotus and Ferrari tally of wins. The job's never finished. Tomorrow we've got to concentrate on the next race, as though the last had never happened. »* A journalist came and shook his hand, complimenting him : *« It's Franktastic »*. Williams smiled, but without exuberance. Typical Frank.

Inside the motorhome, once the journalists had come and gone, Alan Jones and Patrick Head were chatting as though they'd just finished playing bridge for the afternoon. Patrick's an interesting bloke. Someone once said of him, *« he's like Alan's older brother »*. We've already mentioned the similarity between the two men, their heavy build as well as their personal and successful qualities.

Patrick Head, of course, is the designer of the light, simple and manœuvrable FW 07. He's the man whose car has taken the last four Grands Prix, including a double at Hockenheim, yet has it affected it him at all ? Not a bit. He's still relaxed, as English as he could be, seeming to take it all in his rather gentlemanly stride.

His talent is undeniable. Today he's one of the most successful, yet most accessible designers in Formula One. Et seems that Walter Wolf has offered him around £ 125,000 to move to his team next year. But Patrick has turned it down. *« Everything could be different tomorrow. I might make a mess of my next car. »* He's modest, but lucid too. When one asks him if he's decided to stay with Williams because of his confidence in Frank and Alan, he replies : *« I've confidence today, but it might crumble tomorrow if the cars don't go well. It's all very well when you're winning, but the future is always difficult. »*□

On the eventh lap, Villeneuve took the lead from Jones who got it back 35 laps later.

Frank Williams, Patrick Head, Alan Jones : the trio of the season ?

WASHING IN RECORD TIME

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Candy has launched a range of washing machines with new, very advanced characteristics.
All of these new machines have in common, long lasting, tough design, energy saving features and new washing methods.

There is a Candy for example, which has one special control, "ZOOM" which shortens the washing time, but still carries out the complete wash.
Thus when the clothes are only slightly dirty washing can be done faster (32 minutes quicker).

In order to wash the various fibres correctly the drum has **three different movements.** One for strong fibres, one for delicate fibres, and one for extremely delicate fibres.
Just like washing by hand.

In addition there is a **Thermocontrol** knob which lowers the temperature of the water and saves energy.

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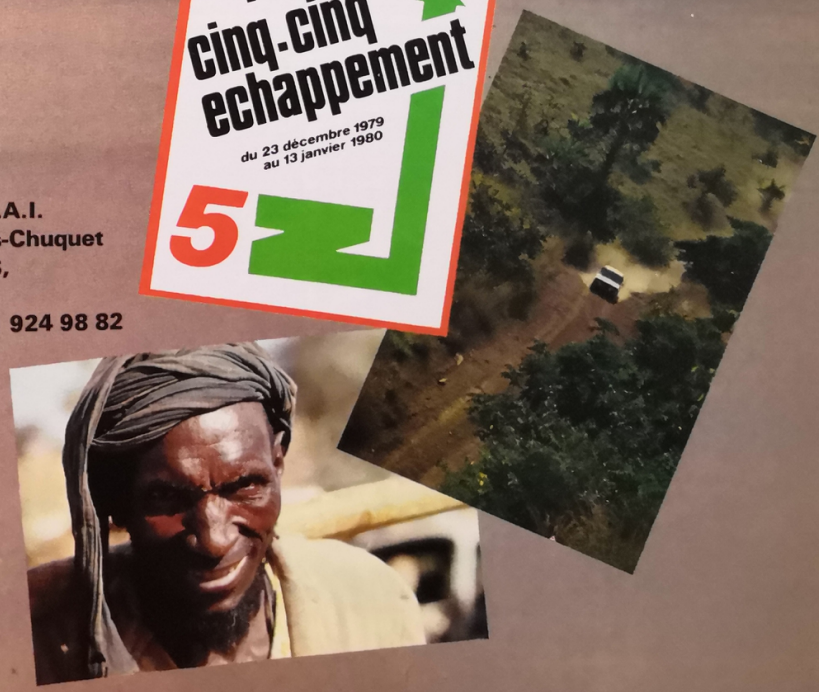


LOTUS, FERRARI, LIGIER: DEVELOPMENT

The season is drawing to a close, and while some teams may be thinking about next year's car, many of them are trying various tricks to make their current cars that little bit better. That's certainly the case of Ferrari and Ligier, who are fighting over the World Championship of course. But equally that's the case of Lotus who would so much like to get back on top from their current depths. The work done by these teams—one English, one Italian and one French—goes to illustrate the perpetual technical research which typifies current Formula One.

by Giorgio PIOLA

LOTUS: STRUGGLING

Following a number of unsuccessful test sessions with the Lotus 80, Colin Chapman resigned himself to using the Lotus 79 as from the German Grand Prix. He might have been better off making this move earlier in the season, because the Williams FW 07, an intelligent development of the 79, has dominated the last few Grands Prix. Chapman has spent quite some time during the last few races in front of the Williams pit, deep in thought. The results of these thoughts apperared in Austria where the 79 was considerably modified. The new 79 was fitted with the narrower and lighter gearbox from the 80, new rear suspension and outboard brakes. The rear suspension wasn't exaxtly the same as that of the 80 as had been previously announced. The rockers and upper suspension parts on the 80 had been made from titanium and welded. On the 79 which appeared in Austria, the top links were machined from steel.

This modification didn't seem to be satisfactory to such an extent that Mario Andretti preferred to use his spare car fitted with the older suspension in Austria.

The suspension that appeared in Austria was fitted on the Lotus 80 which tested at Snetterton before the Dutch Grand Prix.

At Zandvoort the 79 still had the brakes outboard but used the same suspension and the same gearbox as that used last year. Furthermore, the Lotus built brakes had been replaced by twin-caliper Lockeeds. Finally, in order to save weight, the two twin side plate mounted wing had been replaced by a single centrally mounted rear wing.

FERRARI: NEW IDEAS

The Ferrari team took to Holland a third car that was used as a spare, but was considerably modified in comparison to the current T4, not only aerodynamically but also mechanically.

On the aerodynamic front, there was a new nose that was lower and flatter and the wing profile above the front suspension was similary altered. The side pods were lower, and the rear bodywork was completely different, rather similarly to last year's T3.

The most important aerodynamic modifications weren't |visible because they concerned the underside of the car. The side pods had been reprofiled. The radiators were more slanted and the interior side pod wing was higher and slanted out to the side more. Furthermore there were large air extractors working in the low pressure area for the hot air coming from the side radiators.

On the mechanical front, the front suspension had been modified, as had the rocker which had been reinforced where the suspension is fitted. It's worth noting that on the Ferrari the suspension is designed to eliminate fore and aft rocking with anti-dive and anti-lift systems front and rear. It's for that reason that the rear suspension has been redesigned and the rear uprights completely renewed. Previously they had been cast. Now they are fabricated as are all the uprights on the English built cars, using welded metal.

LIGIER: INSIDE THE PROBLEM

The Ligier team had done a lot of work on the aerodynamics in order to find the same form that they had during the opening Grands Prix of the season for the final events. They had mainly worked on the interior wing profiles within the side pods.

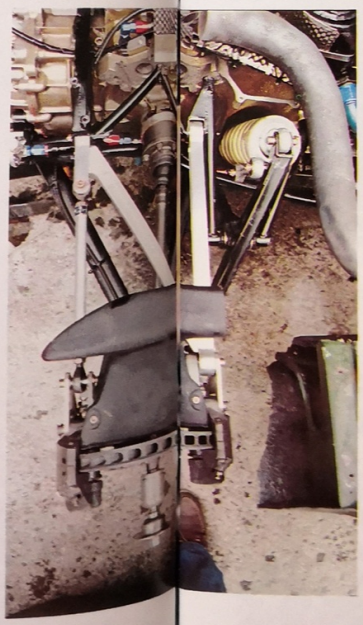
In Austria the French cars undersides were completely enclosed. This bodywork was joined onto the side pods and formed a single unit. Furthermore the sidepods were of a different shape and there were no longer side air extractors.

However, in Austria the basic shape of the bodywork was made in two pieces and that created problems as air was getting inside, it didn't join properly. So for the Dutch Grand Prix, the Ligier team made the aerodynamic bodywork in a logical way with flaps beneath and in one piece which was fitted with pop rivets. In that way, the air leakage was eliminated. □

The modified T4 with much flatter front bodywork, note the exposed front shock absorbers. Extractors for the hot air coming from the side mounted radiators.

New uprights in place of those previously made from castings. The exhausts are new and the side pods are more slanting than previously

The Lotus 79 in Austria and in Holland: still with the brakes outboard, but in a different position. In Austria, the rear suspension was different using machined parts. The 80 gearbox was also fitted. In Holland, a centrally mounted rear wing was used.



Ligier: the bodywork beneath the car, fixed at the sides. However, here it is rivetted.

FILM OF THE AUSTRIAN GRAND PRIX

Alan Jones won his first Grand Prix in Austria two years ago, and he couldn't have celebrated the anniversary of that win in a better way. While the first win was perhaps a little surprising, his second in Austria was more logical. Perhaps only Jabouille's Renault could have rivaled the Jones-Williams combination, but the Frenchman was unlucky both in practice and the race. Surprisingly then, only Villeneuve led Jones, and then for a mere three laps.

1. *René Arnoux was on pole position. Last year he qualified last.*

2. *Niki Lauda was back in the hunt at least in practice. He qualified on the second row and, for the first time since Monaco, in front of his teammate.*

3. *The flag has just dropped. To everyone's surprise, Gilles Villeneuve has shot through from the third row to lead Jones...*

4. *...and he's still in front of Jones into the chicane. Arnoux is going well, but Jabouille's completely shut in.*

5. *Gilles led the first three laps in front of Jones, but the Ferrari couldn't stay in front of the Williams...*

6. *...and during the fourth lap, into the chicane, Jones outbraked Villeneuve and smoothly took the lead.*

7. *Behind Jones, Villeneuve, Arnoux and Jabouille, Regazzoni holds fifth place. But Scheckter is about to catch him up and overtake him on the tenth lap.*

Arnoux's first pole position

A Renault was first on pole position one year ago at the Austrian Grand Prix, and René Arnoux made certain that they had a double. He took his first pole position in his Formula One career at the expense of Jones and Jabouille who were both going hard for it. Certainly, Arnoux didn't have any problems in practice, unlike his two major rivals who were held up by various bothers. On Saturday, Jones went off the road and damaged his Williams during the morning session, and then was handicapped by a down-on-power engine in the afternoon qualifying session. Engine trouble held up Jabouille too. He was only a tenth of a second slower than Jones on the Friday but didn't have the opportunity to defend his position on Saturday as his race car's engine wouldn't pull the revs and the spare's engine gave up at the end of the session.

Arnoux, Jones and Jabouille seemed to be the only three capable of leading the race. The English and French cars were impressively spectacular around the track. The Williams drivers were sliding their white cars around the fast Zeltweg curves in magnificent four wheel drifts, much appreciated by the spectators.

The cars were obviously handling tremendously. The same was true of the Renaults although less spectacularly. They were glued to the road, the radial tyres not allowing them to slide at all.

There was quite a gap behind Arnoux, Jones and Jabouille. Niki Lauda tried hard for his fourth quickest time, but was over a second slower than Jabouille who was third quickest. Niki qualified quicker than teammate Nelson Piquet which hadn't happened since the Monaco Grand Prix, but his hopes of beating the Renaults and Williams were slim.

To everyone's surprise, it wasn't Arnoux, Jones, Jabouille, nor even Lauda who took the lead at the start, but a surprising Gilles Villeneuve who shot through from the third row to lead into the chicane. *"I had as good a start as that at Monza last year, but this time it was legal,"* joked the little Canadian.

For a Ferrari to be leading was a little surprising to many onlookers. The Italian cars hadn't had a good practice. Villeneuve was fifth quickest despite going off the road at the chicane, and Scheckter was only ninth on the grid. The fault appears to be in the T4 itself which doesn't seem happy on faster circuits. Furthermore, the Scuderia hadn't had any private testing in Austria and they spent much of the first day setting up the cars to a little avail. *"It was only on the second day that my car was finally easier to drive,"* said Villeneuve. In the Ferrari team they tend to lay some of the blame on Michelin: *"Perhaps the qualifying tyres aren't very good."*. Renault's presence at the front of the grid could perhaps contradict that statement, but Ferrari of further: *"the Renaults have so much power that they can use more downforce."*

Gilles led the race thanks to his tremendous start. But he didn't hold his position for long. Jones was right behind the Ferrari. He stayed there for three laps before outbraking Villeneuve into the chicane. Gille's problems weren't over yet however, for the two Renaults were catching him too.

Neither Arnoux nor Jabouille had good starts. Arnoux was third on the first lap behind Villeneuve and Jones while Jabouille was eighth. But the latter came through the field well, overtaking

→

8 →

9 →

8. It's the eleventh lap. Arnoux has just overtaken Villeneuve who will be passed by Jabouille a lap later. The Renaults will then hold second and third positions.

9. Rosberg follows eleventh placed Daly closely. The Finnish driver retires on the 16th lap.

10 →

11 →

10. Daly, Tambay and Stuck held this formation from the 16th to the 28th lap. Stuck was the only one of the three to retire.

11. As at Silverstone and Hockenheim, Scheckter and Laffite were again in contention. Laffite was in front at the start of the race, but Scheckter got by and held fourth place.

12 →

13 →

12. The two Brabhams battled for some time together. Piquet was in front from the 16th to the 22cnd lap, but Lauda has just got by again.

13. Laffite has kept up the pressure on Scheckter. He makes a final and decisive attack on Scheckter on the last lap, overtakes him and heads for third place.

14 →

15 →

14. The two Irishman Derek Daly and John Watson had a tremendous battle. Northerner Watson tried all he knew to get by the Southerner, but just couldn't manage it.

15. Orange juice amongst the champagne sprayers. It's no longer an innovation, it's becoming commonplace.

Scheckter-Laffite: a tremendous duel.

Pironi, Laffite, Scheckter and Lauda in succession before catching Arnoux on the eighth lap. On the eleventh and twelfth laps, the two Renaults drivers overtook Villeneuve's Ferrari. A lap later, without any resistance, Jabouille overtook his teammate at the chicane. Jones's lead was then seven and a half seconds. Was the Renault going to reduce it? But the gap remained virtually stable, Jones taking only a tenth of a second a lap from his rival. Jabouille knew he wasn't going to be around for long. From the start, he'd had clutch trouble. *"That's what caused my bad start. The problem got worse and the gearbox wouldn't work."* On the 16th lap, Jabouille retired.

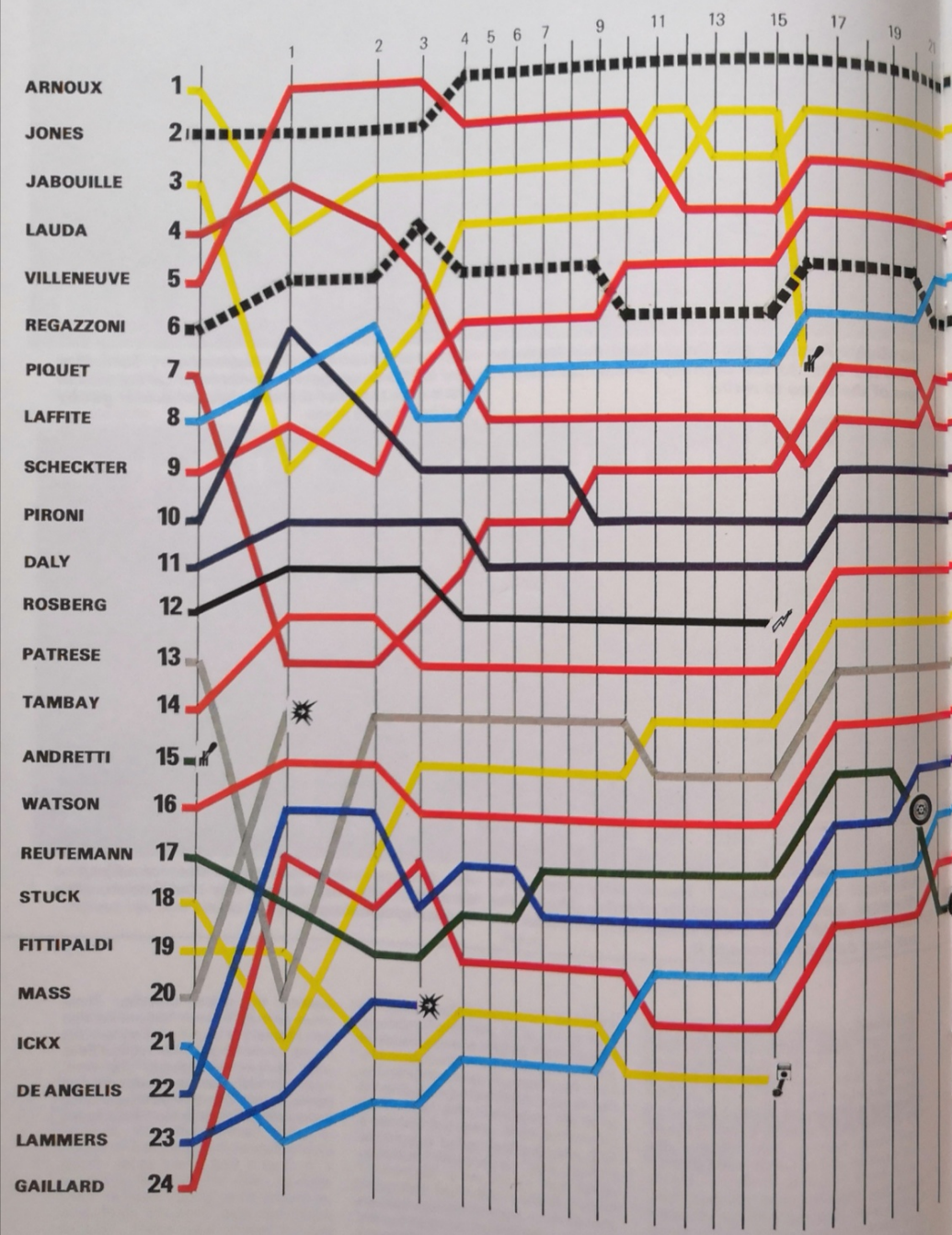
It was Jone's race. At this stage Arnoux was losing between one and two seconds to Jones who continued until the end of the race without problem. He dominated the Austrian Grand Prix as he wished, giving Frank Williams his third consecutive win, crossing the line 36" in front of Villeneuve.

Theoretically Gilles should have taken third place. For much of the race he tried hard to attack Arnoux, the Frenchman leading by between 3" and 6" depending on backmarkers. But in spite of everything *("I never stopped trying")* he dropped back... yet inherited second place five laps from the end. Arnoux ran out of petrol and freewheeled into the pits. By the time a gallon or two of fuel had been splashed into the tank, he'd dropped to sixth place.

So instead of battling for fourth place as they had been throughout the race, Scheckter and Laffite found themselves fighting over third with the sort of determination that one would imagine. After all, they're the World Championship contenders. Just as at Hockenheim, they were battling hard together, but this time in the renverse order: Scheckter in front of Laffite. It wasn't until the final lap that the duel resolved itself. Laffite was troubled with his rev-limiter and excessive oversteer, but he managed to get ahead. Coming up to the chicane, Laffite pulled out of Scheckter's slipstream. The latter stayed in the middle of the track, but Jacques all but took to the grass and held his ground. The two cars banged wheels a couple of times and the Ligier came out in the lead. Four points to Jacques. Scheckter had to be content with three points, in front of Regazzoni. The latter had chased the duel in front of him for a long time but they pulled away: *"my engine was very much down-on-power."*

Arnoux finished sixth, just one point after so much hope. Pironi took seventh place in front of his teammate for the week end, Daly. Eighth place was much disputed, for Watson tried hard to overtake his fellow Irishman. Three times running Watson late-braked into the chicane, but each time Daly was the master of the situation as he had been with Tambay throughout the race. However, while Tambay complained of Daly's driving, Watson was disappointed but not unhappy unlike the Frenchman. □

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Lap by lap - Giro per g



Lap by lap - Giro per giro - Runde - Tour par tour - Lap by lap - Giro per gi

Zeltweg statistics

AUSTRIAN GRAND PRIX

Date: August 12, 1979
Circuit length: 3.692 miles
Distance: 54 laps, 199.379 miles
Conditions: overcast
Attendance: 90,000 spectators

THE RECORD

last five races

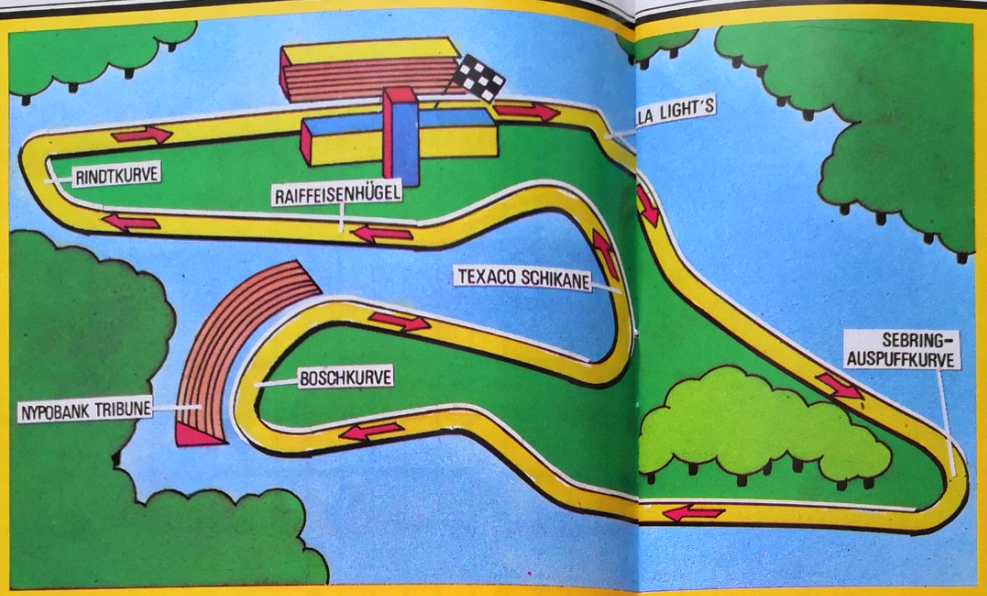
1974: Reutemann (Brabham)
1975: Brambilla (March)
1976: Watson (Penske)
1977: Jones (Shadow)
1978: Peterson (Lotus)

STARTING GRID

ARNOUX Renault RS 12 1'34"07	**JONES** Williams FW07 1'34"28
JABOUILLE Renault RS 11 1'34"45	**LAUDA** Brabham AlfaBT48 1'35"51
VILLENEUVE Ferrari 312 T4 1'35"70	**REGAZZONI** Williams FW07 1'35"82
PIQUET Brabham AlfaBT48 1'35"85	**LAFFITE** Ligier JS 11 1'35"92
SCHECKTER Ferrari 312 T4 1'36"10	**PIRONI** Tyrell 009 1'36"26
DALY Tyrell 009 1'36"42	**ROSBERG** Wolf WR8 1'36"67
PATRESE Arrows A2 1'36"71	**TAMBAY** McLaren M29 1'36"72
ANDRETTI Lotus 79 1'37"11	**WATSON** McLaren M29 1'37"16
REUTEMANN Lotus 79 1'37"32	**STUCK** ATS D2/003 1'37"93
FITTIPALDI Copersucar F6 1'38"38	**MASS** Arrows A2 1'38"85
ICKX Ligier JS 11 1'39"31	**DE ANGELIS** Shadows DN 9B 1'39"44
LAMMERS Shadow DN9B 1'39"45	**GAILLARD** Ensign MN 179 1'41"10

NON QUALIFIED:

REBAQUE (Lotus 79) 1'41"16 and MERZARIO (Merzario A/4) 1'45"74.



UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning	Sunday morning
ARNOUX	1'55"05	1'36"39	1'38"38
JONES	1'54"31	1'37"97	1'37"39
JABOUILLE	1'53"11	1'36"95	1'36"92
LAUDA	1'56"13	1'36"75	1'40"18
VILLENEUVE	1'54"22	1'36"58	1'38"09
REGAZZONI	1'54"54	1'38"33	1'38"62
PIQUET	1'57"74	1'36"90	1'40"13
LAFFITE	1'58"08	1'35"35	1'39"71
SCHECKTER	1'58"38	1'37"47	1'38"93
PIRONI	1'58"11	1'37"15	1'38"29
DALY	2'01"48	1'40"27	1'41"92
ROSBERG	1'58"77	1'38"88	1'41"28
PATRESE	2'09"34	1'37"73	1'40"61
TAMBAY	1'55"52	1'39"36	1'42"05
ANDRETTI	1'54"60	1'41"48	1'40"71
WATSON	1'59"55	1'40"96	1'41"43
REUTEMANN	1'59"16	1'40"77	1'41"21
STUCK	2'01"48	1'37"39	1'41"47
FITTIPALDI	2'12"10	1'39"02	1'46"83
MASS	1'55"71	1'40"11	1'41"13
ICKX	1'57"30	1'39"46	–
DE ANGELIS	2'04"81	1'39"85	1'41"76
LAMMERS	2'07"91	1'40"82	1'44"12
GAILLARD	–	1'40"90	1'43"93
REBAQUE	2'12"40	1'41"41	1'43"93
MERZARIO	2'27"97	1'43"61	–

OFFICIAL PRACTICE TIMES

	1st session	2nd session
ARNOUX	1'35"49	1'34"07
JONES	1'34"30	1'34"28
JABOUILLE	1'34"45	1'34"49
LAUDA	1'36"72	1'35"51
VILLENEUVE	1'37"28	1'35"70
REGAZZONI	1'36"86	1'35"82
PIQUET	1'37"03	1'35"85
LAFFITE	1'35"92	1'36"39
SCHECKTER	1'37"50	1'36"10
PIRONI	1'36"98	1'36"26
DALY	1'38"64	1'36"42
ROSBERG	1'37"82	1'36"67
PATRESE	1'39"30	1'36"71
TAMBAY	1'37"87	1'36"72
ANDRETTI	1'37"11	1'37"32
WATSON	1'37"16	1'39"80
REUTEMANN	1'38"80	1'37"32
STUCK	1'41"08	1'37"93
FITTIPALDI	1'40"30	1'38"38
MASS	1'39"28	1'38"85
ICKX	1'40"66	1'39"31
DE ANGELIS	1'42"86	1'39"44
LAMMERS	1'40"69	1'39"45
GAILLARD	1'41"59	1'41"10
REBAQUE	1'43"35	1'41"16
MARZARIO	1'45"74	1'46"91

THEIR FASTEST LAP

ARNOUX	1'35"77
JONES	1'36"13
JABOUILLE	1'36"85
LAUDA	1'38"68
VILLENEUVE	1'36"61
REGAZZONI	1'36"22
PIQUET	1'38"86
LAFFITE	1'36"45
SCHECKTER	1'36"63
PIRONI	1'37"10
DALY	1'38"18
ROSBERG	1'39"98
PATRESE	1'39"72
TAMBAY	1'39"07
WATSON	1'38"10

PIT STOPS AND RETIREMENTS

Andretti: retired 1st lap, clutch
Mass: retired 2nd lap, engine
Lammers: retired 4th lap, accident
Fittipaldi: retired 15th lap, engine and brakes
Rosberg: retired 16th lap, electrics
Jabouille: retired 16th lap, clutch
Reutemann: changed tyres 20th lap, retired 22nd lap, handling
Ickx: retired 26th lap, engine
Gaillard: stopped 26th lap, brakes, retired 42nd lap, brakes failed, accident
Stuck: retired 29th lap, engine
Piquet: retired 32nd lap, oil leak
Patrese: retired 34th lap, engine
De Angelis: retired 35th lap, engine
Lauda: retired 45th laps, engine
Arnoux: stopped 50th lap, fuel

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(after the Argentine, Brazilian, South Africa, USA West, Spanish, Belgian, Monaco, French, British, German and Austrian GPs).

1.Scheckter 38 pts **2.**Laffite and Villeneuve 32 pts **4.** Jones 25 pts **5.** Regazzoni 24 pts **6.** Reutemann and Depailler 20 pts **8.** Jarier and Watson 13 pts **10.** Andretti 12 pts **11.** Arnoux 11 pts **12.** Jabouille 9 pts **13.** Pironi 8 pts **14.** Mass and Patrese 2 pts **16.** Fittipaldi, Lauda and Ickx 1 pt

CONSTRUCTORS CUP

1. Ferrari 74 pts **2.** Ligier 55 pts **3.** Williams 55 pts **4.** Lotus 37 pts **5.** Tyrell 21 pts **6.** Renault 20 pts **7.** McLaren 13 pts **8.** Arrows 4 pts **9.** Copersucar and Brabham 1 pt

RESULTS

1. Jones	Williams FW07	54 laps in 1 hr 27'38"01, 136.519 mph
2. Villeneuve	Ferrari 312 T4	36"05 behind
3. Laffite	Ligier JS 11	46"77 behind
4. Scheckter	Ferrari 312 T4	47"21 behind
5. Regazzoni	Williams FW 07	48"92 behind
6. Arnoux	Renault RS 12	one lap behind
7. Pironi	Tyrell 009	one lap behind
8. Daly	Tyrell 009	one lap behind
9. Watson	McLaren M29	one lap behind
10. Tambay	McLaren M29	one lap behind

Fastest lap: Arnoux, 1'35"77, 138.800 mph, record.

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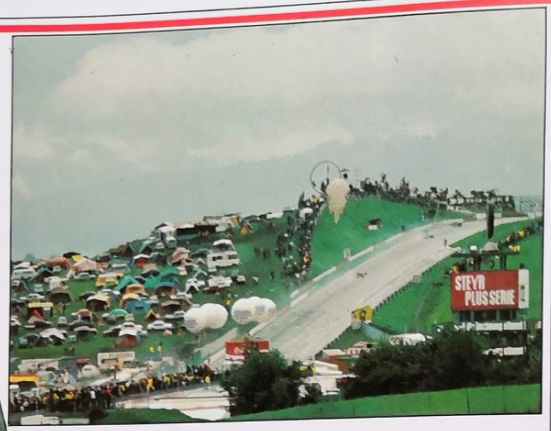
postcard from Zeltweg

Rain is well-known at the Osterreichring. It makes for a lush countryside, and green fields that are ideal for campers.



When you're a Ferrari fan, you shout it from the rooftops. History doesn't relate whether our camper prayed for Jody and Gilles each morning.

After the warm-up, the skies were pierced by three prachutists. Later there was an aerial display by an Italian aerobatic team.

Mercedes' big star, not just a means of publicity.

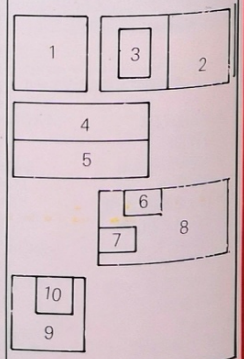
PHOTO CAPTIONS

AUSTRIA

1–As Nurburgring is no longer used, the Osterreichring is one of the very few circuits which has really beautiful natural scenery.
2–Derek Daly, Patrick Tambay and Hans Stuck: a lively dice at the start of the race. All three put up good performances.
3–Two pole positions in two Grands Prix for René Arnoux, plus a possible second place in Austria. He's going well.
4–Jean-Pierre Jabouille hasn't had much success since the French Grand Prix, but it will be his turn again soon.
5–The Arrows (this is Patrese) are having a tiring time sorting out their cars, and neither finished in Austria. But all the same, Mass finished sixth in Holland.

HOLLAND

6-7-8–Jabouille behind Piquet, Laffite and Jody Scheckter: an exercise in driving in the rain during practice on Friday and Saturday morning.
9–Keke Rosberg's Wolf had really progressed at Zandvoort. He was robbed of a fine third place.
10–Derek Daly (with compatriot John Watson) one week after his Formula Two win at Donington: preparing for the future.



MICHELIN
15
MAGNETI MARELLI
CHAMPION
RoT
CHASSON
RENAULT elf
JR JABOUILLE
FERODO
29
Warsteiner
Warsteiner
ARROWS

RENAULT elf

postcard from Zandvoort

A well known motor racing figure in the Paddock at Zandvoort : Bill France, the man who organises Stocker in America. Regazzoni and Arnoux for next year ?

Suzuki jeeps were used to take the drivers round the circuit before the race. The hoods were fitted in case of rain.

The advantages of pole position : Rene Arnoux won around 25 pounds weight of Dutch cheese. In England, the prize was 100 bottles of champagne.

Publicity at a rather slower pace than in motor racing, but this version was not only decorative but distributed free sweets.

How do you carry the maximum number of tyres in the smallest amount of time ? Brabham know the answer.

Our colleague Giorgio Piola is on the look-out for chassis numbers, and admires beautiful bodywork too...

THE FILM OF THE DUTCH GRAND PRIX

The race in Holland was rather like that in Austria two weeks before. The Renaults and Williams dominated practice before being challenged by a determined Villeneuve during the race. Once again Alan Jones was strong in the race and took the chequered flag even though the closing stages were difficult for him because of gearbox trouble. As the Renaults failed, it was once again a Ferrari that took second place, Jody Scheckter's this time.

1 — *A spectacular start : behind Jones, Villeneuve and Jabouille, there's chaos. Regazzoni has hit Arnoux and is driving on only three wheels. He stopped for good at the exit of Tarzan.*

2 — *The pack has just come out of Tarzan. Behind the three leaders, Pironi is the principal beneficiary of the first corner accident.*

3 — *Arnoux does his only lap slowly. His slanting rear wheel shows that his race is already over. Note that Scheckter is second to last.*

4 — *They've just finished their third lap. Jarier takes Lauda under braking for eighth place. The Austrian retires a lap later with a hurt wrist.*

5 — *The big bunch on the third lap : Laffite, Rosberg, Watson, Lauda, Jarier then Ickx, Mass, Scheckter and Rebaque. Rosberg is about to pass Laffite and chase off after Pironi.*

6 — *Fifth lap : Watson is in an excellent sixth place while Laffite is about to lose another place, this time to Jarier.*

7 — *It's now Scheckter's turn to overtake Laffite. The Ferrari driver has taken eleven places in seven laps.*

Rene Arnoux used less than ten minutes of the second qualifying session of practice to take pole position. And when rain started to fall halfway through the session, flooding the circuit, neither Jones, Regazzoni (fastest time the previous day) nor Jabouille had been able to do better. The latter complained of understeer, something that he had discovered during the morning's unofficial session but which he attributed to running with full fuel tanks. The Scheckter and Villeneuve Ferraris were poised on the third row in front of Laffite and Rosberg, the latter making a lot of progress with the Wolf.

Rene Arnoux's start was once again tardy for the second consecutive time after Zeltweg, and he failed to profit from his pole position. But this time was even worse than in Austria, for his retirement was certain even before the first corner. He started worse than Regazzoni who came up on Arnoux along the start straight. Four cars were abreast going along the straight : Regazzoni, Arnoux, Jones and Villeneuve, and it was obvious that there just wasn't room for four cars.

Arnoux and Regazzoni collide at the start

Arnoux and Regazzoni proved the fact. The William's front left wheel hit the rear of the Renault. With the wheel hanging off, Regga stopped a few yards further on while Arnoux staggered round to the pits with rear suspension damage. Two race favorites had disappeared within seconds of the start. In the ensuing chaos, Reutemann was hit by another car (he said a tyrrell) and that bent his rear suspension which caused his retirement. Furthermore, Scheckter didn't get a very good start and was held up by the accident in front of him and finally went through the first corner in second to last place.

Due to the first lap accident, the field was already split up after the first lap. Jones led Villeneuve (a tremendous start) with Jabouille close behind. Then came Pironi, a few car lengths in front of a tight bunch led by Laffite from Lauda, Rosberg, Watson, Jarier, Tambay, Piquet, Mass and Andretti. The rest were further back. Scheckter was 18th.

The first four positions remained stable during the first laps, Jones, Villeneuve and Jabouille running close together, followed by Pironi. The following bunch was initially led by Laffite in his spare car, but he was being challenged strongly and had to let Rosberg and Watson by on the fourth lap, then Jarier and Scheckter two laps later. The field was still getting smaller. After Regazzoni, Arnoux and Reutemann, Fittipaldi's Copersucar retired on the second lap (engine), and Tambay's McLaren went the same way for the same reason a lap later. Patrese went off the road on the seventh lap and Watson stopped in the pits on the eighth lap with engine trouble. Stuck joined him there shortly after with gearbox trouble. Lauda had already retired with a painful wrist injured during the Pro-car race. Andretti's oil pump had broken and he'd retired. And all that took place before ten laps were over.

At the front, while Jabouille didn't seem to

8 —

9 —

8 — A nasty moment for Riccardo Patrese who arrives at Tarzan without brakes at about 175 miles an hour. An accident is inevitable.

9 — Jones still leads Villeneuve on the tenth lap, but has to give best to the Canadian a lap later. Jabouille has problems with clutch and brakes and starts to drop back.

12 —

13 —

12 — ...but the Canadian's right rear tyre burst. He spun at Tarzan on the 48 th lap, and restarted on the wheel rim, only to retire in the pits.

13 — Thanks to Jabouille, Villeneuve and Rosberg retiring, Didier Pironi is in third place behind Jones and Scheckter. But he retired on the 52 cnd lap.

be able to get in touch with Jones and Villeneuve, the latter was obviously trying hard to overtake Jones. That was surprising because one is used to seeing a Williams quite some way in front of a Ferrari. Finally Gilles decided to try and pass on the eleventh lap, a bold move : round the outside of Alan et Tarzan. And he got by !

« My revs dropped too low and the car wouldn't pick up properly out of the corner, » said the Australian after the race. But that wasn't the only move of its type, for a lap later, Rosberg tried and pulled off the same move on Pironi whom he'd caught up after passing Laffite.

It was at this stage of the race, after Villeneuve had passed Jones, that Jabouille started to drop back, suffering both brake and clutch trouble. When the latter broke altogether, he pulled out, as in Austria, on the 26th lap, having dropped to 20 seconds behind the leader. Rosberg then took over third place in front of Scheckter. The South African's drive through the field had been meteoric, and on the 27th lap, he got by the Wolf too, although Keke tried hard to stop him. A third of the race had been run and there were only eleven cars left in the race in this order : Villeneuve, Jones, Scheckter, Rosberg, Pironi, then a group comprising Piquet, Mass and Laffite. Then came Ickx and Rebaque. De

Jones's gearbox weakens

Angelis, a lap behind, brought up the rear. Once Villeneuve got past Jones, he started to draw away fractionally, tenth by tenth, until he was three seconds in the lead at half distance. But Gilles was locking his brakes often going into Tarzan, and one began to wonder how long his tyres would last. At the same time, Jones began to catch him again at about half a

10 —

11 —

10 — Scheckter continues the climb which is to take him to second place. Here he's about to take third place from Rosberg on the 27 th lap.

11 — Having overtaken Jones, Villeneuve pulls away. His built up his lead to three seconds on the 35 th lap...

14 —

15 —

14 — The flag man doesn't jump like the fellow at Watkins Glen, but his method of waving the chequered flag is just as odd. Alan Jones's gearbox troubles are over, he's won.

15 — Scheckter and Laffite celebrate on the rostrum in front of a calm Alan Jones.

second a lap. He was right behind the ferrari on the 46th lap, but on the 47th, Jones came by with a lead of nearly twelve seconds on Villeneuve. The Canadian had spun at the chicane, a wild series of pirouettes wreathed in tyre smoke, which went front the outside of the circuit to the inside and only a few inches from the barrier. Jones had to lock his wheels in turn to avoid the spinning Ferrari.

Villeneuve, in fact, had a puncture. *« I'd noticed for four laps that the car had developed oversteer »*, he explained. And then the tyre exploded on the straight on the 48th lap. Gilles kept the car on the road, but spun at Tarzan. He rejoined, driving on the rim which then became the chassis when the suspension broke away. He still carried on but retired in the pits. So Schecter took over second place, no longer in front of the deserving Rosberg who had disappeared on the 32 cnd lap due to engine trouble. Pironi took over third place, but only for two laps. His rear suspension broke and so nearly sent him into the catch fencing before the new chicane. It robbed him of a good position, which instead went to Laffite who'd been well back, but had overtaken Mass on the 34th lap and Piquet on the 40th. The only other cars in the race were Ickx's Ligier and Rebaque's Lotus which spun and stalled on the last lap.

But the final result was uncertain right to the last moment, even though Jones was 38'' in front of Scheckter when he took second place. Alan had gearbox trouble, no third gear and second had been jumping out since the 30th lap, and the Sword of Damocles was hanging over his result. But the sky hung onto the sword and Alan took his third win in succession even though his lead over Scheckter had halved. □

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Lap by lap - Giro per giro

ARNOUX	1
JONES	2
REGAZZONI	3
JABOUILLE	4
SCHECKTER	5
VILLENEUVE	6
LAFFITE	7
ROSBERG	8
LAUDA	9
PIRONI	10
PIQUET	11
WATSON	12
REUTEMANN	13
TAMBAY	14
STUCK	15
JARIER	16
ANDRETTI	17
MASS	18
PATRESE	19
ICKX	20
FITTIPALDI	21
DE ANGELIS	22
LAMMERS	23
REBAQUE	24

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Lap by lap - Giro per giro

Zandvoort statistics

DUTCH GRAND PRIX

Date: August 26, 1979
Circuit length: 2.626 miles
Distance: 75 laps, 196.570 miles
Conditions: Cloudy and windy
Attendance: 70,000 spectators

THE RECORD

last five races

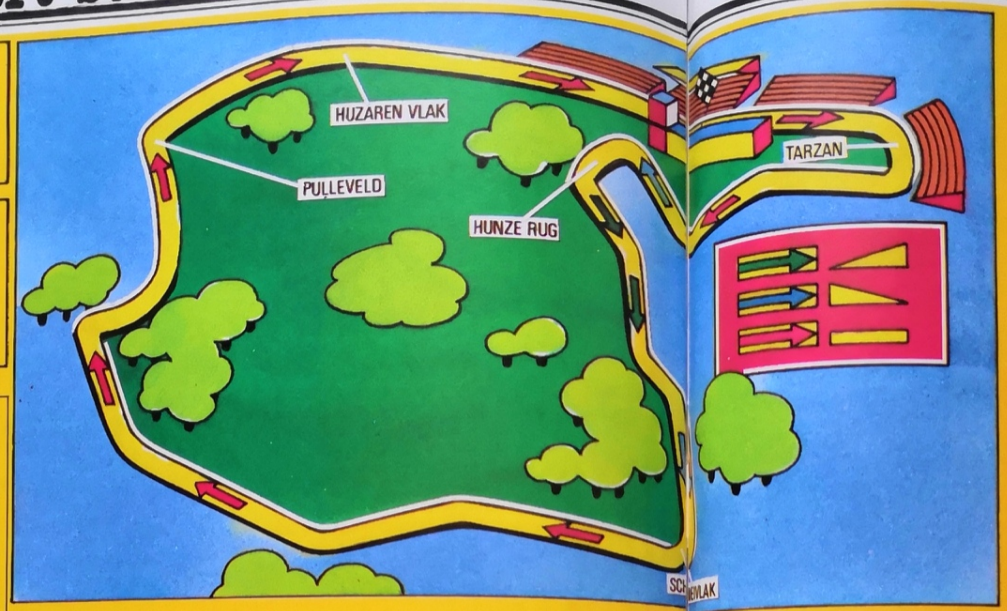
1974: Lauda (Ferrari)
1975: Hunt (Hesketh)
1976: Hunt (McLaren)
1977: Lauda (Ferrari)
1978: Andretti (Lotus)

STARTING GRID

ARNOUX Renault RS 12 1'15"46	**JONES** Williams FW07 1'15"64
REGAZZONI Williams FW07 1'16"22	**JABOUILLE** Renault RS 10 1'16"30
SCHECKTER Ferrari 312 T4 1'16"39	**VILLENEUVE** Ferrari 312 T4 1'16"93
LAFFITE Ligier JS 11 1'17"12	**ROSBERG** Wolf WR8 1'17"28
LAUDA Brabham AlfaBT48 1'17"49	**PIRONI** Tyrell 009 1'17"62
PIQUET Brabham AlfaBT48 1'17"66	**WATSON** McLaren M29 1'17"75
REUTEMANN Lotus 79 1'18"00	**TAMBAY** McLaren M29 1'18"14
STUCK ATS D2/003 1'18"25	**JARIER** Tyrell 009 1'18"43
ANDRETTI Lotus 79 1'18"45	**MASS** Arrows A2 1'18"60
PATRESE Arrows A2 1'18"62	**ICKX** Ligier JS 11 1'18"70
FITTIPALDI Copersucar F6 1'19"43	**DE ANGELIS** Shadows DN9B 1'20"70
LAMMERS Shadow DN9B 1'21"08	**REBAQUE** Lotus 79 1'21"34

NON QUALIFIED:

GAILLARD (Ensign MN179) 1'22"92 and MERZARIO (Merzario A/4) 1'24"63.



UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning	Sunday morning
ARNOUX	1'31"37	1'18"58	1'19"19
JONES	1'29"65	1'18"27	1'18"86
REGAZZONI	1'39"27	1'19"75	1'20"90
JABOUILLE	1'30"33	1'18"61	1'19"68
SCHECKTER	1'31"72	1'19"39	1'19"80
VILLENEUVE	1'30"69	1'19"51	1'18"43
LAFFITE	1'38"62	1'19"24	–
ROSBERG	–	1'19"39	1'21"58
LAUDA	1'31"99	1'21"17	1'21"46
PIRONI	1'32"29	1'20"73	1'20"98
PIQUET	1'32"40	1'21"20	1'20"82
WATSON	1'40"46	1'19"00	1'20"70
REUTEMANN	1'30"48	1'19"37	1'21"63
TAMBAY	1'39"52	1'24"84	1'22"97
STUCK	1'37"77	1'20"02	1'22"87
JARIER	1'35"82	1'21"73	1'21"27
ANDRETTI	1'30"12	1'18"63	1'20"47
MASS	1'33"02	1'20"49	1'22"77
PATRESE	1'33"47	1'21"59	1'22"65
ICKX	1'32"36	1'22"81	1'22"42
FITTIPALDI	–	1'21"08	1'22"57
DE ANGELIS	1'39"68	1'20"89	1'23"54
LAMMERS	1'36"66	1'21"29	1'22"85
REBAQUE	–	1'20"57	1'22"16
GAILLARD	–	–	1'23"17
MERZARIO	1'41"40	1'28"48	–

OFFICIAL PRATICE TIMES

	1st session	2cnd session
ARNOUX	1'17"10	1'15"46
JONES	1'16"88	1'15"64
REGAZZONI	1'16"31	1'16"22
JABOUILLE	1'16"33	1'16"30
SCHECKTER	1'17"31	1'16"39
VILLENEUVE	1'16"93	1'16"94
LAFFITE	1'17"12	1'17"63
ROSBERG	1'18"18	1'17"28
LAUDA	1'17"66	1'17"49
PIRONI	1'18"39	1'17"62
PIQUET	1'17"82	1'17"66
WATSON	1'21"79	1'17"75
REUTEMANN	1'18"67	1'18"00
TAMBAY	1'21"89	1'18"14
STUCK	1'20"58	1'18"25
JARIER	1'18"94	1'18"43
ANDRETTI	1'18"89	1'18"45
MASS	1'18"81	1'18"60
PATRESE	1'20"05	1'18"62
ICKX	1'18"70	1'19"14
FITTIPALDI	1'21"05	1'19"43
DE ANGELIS	1'21"06	1'20"70
LAMMERS	1'23"40	1'21"84
REBAQUE	1'21"50	1'21"34
GAILLARD	1'37"60	1'22"92
MERZARIO	1'23"61	–

THEIR FASTEST LAPS

JONES	1'19"44	(46th lap)
SCHECKTER	1'20"24	(28th lap)
LAFFITE	1'20"32	(63rd lap)
PIQUET	1'20"97	(50th lap)
ICKX	1'21"16	(72nd lap)
MASS	1'21"38	(48th lap)
REBAQUE	1'22"15	(5th lap)
PIRONI	1'20"70	(47th lap)
VILLENEUVE	1'19"43	(39th lap)
DE ANGELIS	1'22"66	(40th lap)
ROSBERG	1'20"79	(29th lap)
JABOUILLE	1'20"19	(6th lap)
WATSON	1'21"00	(13th lap)
JARIER	1'21"48	(14th lap)
STUCK	1'23"01	(5th lap)

PIT STOPS AND RETIREMENTS

Regazzoni: retired 1st lap, collision with Arnoux
Arnoux: retired 1st lap, collision with Regazzoni
Reutemann: retired 1st lap, accident, suspension broken
Fittipaldi: retired 2nd lap, engine
Tambay: stops on 2nd, 3rd laps, retired 4th lap, engine
Watson: stopped 8th, retired 22nd lap, engine
Lauda: retired 3rd lap, hurt wrist
Patrese: retired 8th lap, accident after brake failure
Stuck: stopped 8th lap, retired 19th lap, gearbox
Andretti: retired 9th lap, oil pump
Lammers: stopped 10th lap, retired 13th lap, engine and gearbox
Jarier: retired 21st lap, accelerator cable
Jabouille: retired 26th lap, clutch
Rosberg: retired 33rd lap, engine
De Angelis: retired 43rd lap, transmission
Rebaque: stopped 43rd lap, tyre change
Villeneuve: retired 49th lap, puncture
Pironi: retired 52nd lap, suspension

CONSTRUCTORS CUP

1. Ferrari 80 pts. **2.** Ligier 61 pts. **3.** Williams 58 pts. **4.** Lotus 37 pts. **5.** Tyrell 21 pts. **6.** Renault 20 pts. **7.** McLaren 13 pts. **8.** Arrows 5 pts. **9.** Brabham 4 pts. **10.** Copersucar 1 pt

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(after the Argentine, Brazilian, South Africa, USA West, Spanish, Belgian, Monaco, French, British, German, Austrian and Dutch GPs)

1. Scheckter 44 pts. **2.** Laffite 36 pts. **3.** Jones 34 pts. **4.** Villeneuve 32 pts. **5.** Reggazoni 24 pts. **6.** Reutemann and Depailler 20 pts. **8.** Jarier and Watson 13 pts. **10.** Andretti 12 pts. **11.** Arnoux 11 pts. **12.** Jabouille 9 pts. **13.** Pironi 8 pts. **14.** Mass, Piquet and Ickx 3 pts. **17.** Patrese 2 pts. **18.** Fittipaldi et Lauda 1 pt

RESULTS

1. Jones	Williams FW07	75 laps in 1 hr 41'19"77, 116.615 mph
2. Scheckter	Ferrari 312 T4	21"70 behind
3. Laffite	Ligier JS 11	1'03"20 behind
4. Piquet	Brabham Alfa BT 48	one lap behind
5. Ickx	Ligier JS 1107	one lap behind
6. Mass	Arrows A2	two laps behind
7. Rebaque	Lotus 79	two laps behind

Fastest lap: Villeneuve, 1'19"438, 119.002 mph (record).

JAN LAMMERS: FORMULA 1 STUDENT

He's an amusing, good-natured fellow with a strong sense of humour but a lot of spirit. He's brimming with vitality, but it's not necessarily infectious. He's not very well known in the Grand Prix world. To tell the truth, he hasn't been that successful. But he doesn't care. Jan Lammers wanted to learn during his first Formula One season, and according to him, he's already learnt a lot.

by Eric BHAT

It's hard to say how good Jan Lammers is in terms of driving skill. He won the European Formula Three championship, and immediately got himself a Formula One drive. One might ask *"does he deserve such sudden promotion"*, *"he's bought his drive, does he deserve it?"*. Two thirds of the season has passed and it's hard to answer those questions. But when Niki Lauda started off in Formula One, his position was similar.

Lammer's results this season aren't encouraging, so how good is this Dutch driver? But equally might one ask how good is the Shadow that he drives?

Teammate Elio De Angelis has been more successful than Lammers. Yet that success has not been without incident. De Angelis has damaged a lot more cars than his more careful Dutch teammate. Furthermore, he has had the benefit of a half-season in Formula Two and experience in a Ferrari 312 T3 which he tested at the end of last year, so one might expect Elio to be quicker than Jan.

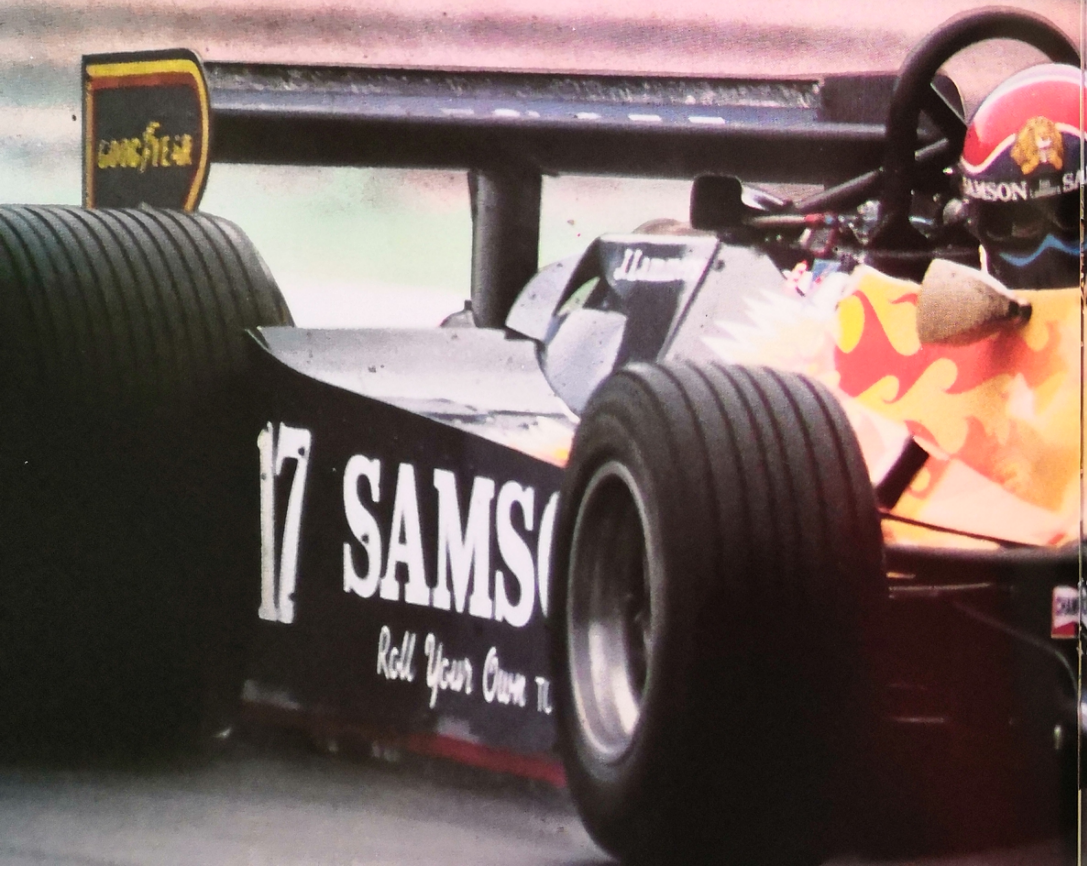
As we've said, Lammers went straight from Formula Three to Formula One, but that isn't necessarily a disadvantage. After all, Nelson Piquet did the same thing, and he hasn't had any problems adjusting. *"In my opinion, Nelson is a fantastic public relations man,"* says Jan smiling. The Brazilian driver is one example of the lack of necessity for every Formula One driver to go through Formula Two first. Nevertheless, Lammers had to learn about Formula One at the start of the season. But he paced himself well, without becoming discouraged. He got used to the 480 bhp of a Formula One engine, learnt how to use it, and concentrated on sorting out the problems of Formula One. This is the basis of the chat we had with him before his home Grand Prix. It was very much "his" local Grand Prix, for he's always lived at Zandvoort, and at 23, he's just taken part in his first National Dutch Grand Prix.

"The first five or six races were very much concerned with driving in Formula One," *says Jan*. "But since the Monaco Grand Prix, I've felt much more self-assured. I've also had some problems since then. I've realised that we've a long way to go. When a team is winning, there is only one problem and that is to win. A top team tries to be perfect, not at 95 per cent but at 100 per cent. The taste of success helps one to achieve that perfection. But our team hasn't the same confidence, that winning taste is missing. It's hard to work without that motivation. Even though we're not winning races, we're trying to achieve the same as a winning team, so we have that much further to go before we actually succeed.

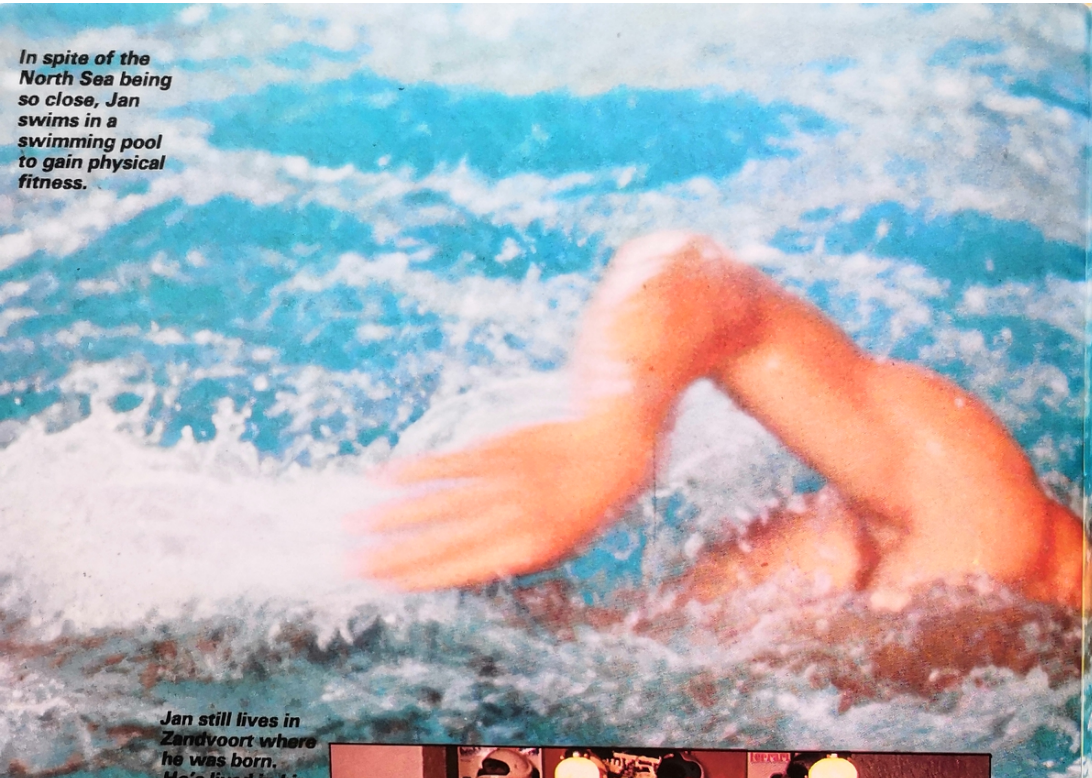
"Personally, I'm still not completely confident, but I'm still learning how to drive in Formula One. We have to profit from everything we learn in the hope that it's to our advantage. We have to look closely at everything from start to finish. I have to look at the line I take when coming out of a corner, learn to analyse what the car is doing, corner as well as possible and then go into the corner right as well, and then do a whole lap perfectly, and then a whole race. And there are 15 races in a season. The next step is to do these 15 races as well as possible. Every time I go out on the track, I try to improve. At the end of the season I would like to have my best result of the season."

Jan Lammers: agile, versatile, a real little elf.

Wet practice at Zeltweg: Jan has experience at driving on slippery surfaces, he was one of the instructors at Rob Slotemaker's skid-school at 16.



In spite of the North Sea being so close, Jan swims in a swimming pool to gain physical fitness.



Jan still lives in Zandvoort where he was born. He's lived in his studio for two months. It's small and functional, a bit like the man himself.

"WHAT HAS GIVEN YOU THE MOST CONFIDENCE?"

"We tested at Silverstone after the Monaco Grand Prix, and then went to the French Grand Prix at Dijon. I knew Dijon well having driven there in Formula Three last year. Everything seemed to go a little better there, and my results seemed a little better than before."

"WHEN YOU BEGAN TO FEEL MORE CONFIDENT, YOU SEEMED TO HAVE MORE AND MORE PROBLEMS. ARE YOU LESS HAPPY THAN YOU WERE AT THE START OF THE SEASON?"

"It's not a question of feeling happy or unhappy. You have to look at things in a different way. If I'm going to learn, if I know that I have to improve my times by a second and a half, then I say OK, the mechanics fit four wheels on the car, and it's up to me to improve the time. In such a case, I don't complain about various different things. I work as though that second and a half doesn't exist. When I reckon I'm feeling good in the car—and it may be too early now, I don't know—when I think that I'm driving the car to its limit, then it's up to me to improve the car. The same thing happened during my two seasons of Formula Three. During the first year, I didn't really mind about the car. When I went better during the second year, I improved the car and consequently my times as well. Certainly, if you don't drive the car at the limit, you can improve it, but even if the driver doesn't go that fast, he can learn a lot by doing a lot of laps."

"DO YOU FEEL THAT YOU'RE DRIVING THE SHADOW AT THE LIMIT?"

(A long pause.) "I don't know if I'm driving the Shadow at the limits. I try to drive it at my limit, and at the car's limit, I'm working at it. In order to progress, you have to be very exacting and to ceasely strive for perfection. It's not important whether I'm fast or not, it's more important to concentrate on making progress. At the start of the season Elio was quicker than me. I wasn't too pleased about that, but I said to myself, OK, he's quicker, that's fact, but he doesn't have to be quicker than me for ever. If he is facter than me at one race, that may be, one has to be a realist. Maybe one track suits a certain driver better than another. One the other hand my approach was to say to myself that I would lessen his advantage throughout the season. If he's really that much quicker than I am, then one could say that it's bad for me and I don't fell good about it. But that's not true. I don't think that we are quite as far apart now as we were at the start of the season."

"BUT HE'S STILL QUICKER THAN YOU."

"Yes, he's still about a second a lap quicker than I am. It's quite an important gap. If you look at the season so far, you can see that he's quicker in some places, and I'm quicker in others. But the overall view is that he's quicker. But having said that, the gap is getting smaller. I hope that by the Canadian Grand Prix we'll be about on a par with one another. The worst thing that can happen to a driver is that he can so quickly be judged to be no good, or to have his confidence threatened. If I let my disappointment get me down, then I might not drive as quickly again. So I think you have to ignore problems, success, personal reactions and just concentrate on results. I want to progress and win races. It's my seventh season in motor racing. I've won races before, and I want to win some more. It's going to take some time. When the pressure is on, it makes things difficult. But I'm determined to learn."

"YOU MISSED OUT FORMULA TWO ALTOGETHER. YOU JUMPED FROM FORMULA THREE TO FORMULA ONE, DO YOU THINK THAT WAS A GOOD THING TO DO?"

"I don't think it presented a problem. I don't known how good the Alfa Romeo is, but Giacomelli isn't going that well, and that doesn't make me think that I should have gone into Formula Two. I consider Nelson Piquet to be a sort of public relations man, because he's gone well in Formula One and that has made people realise that young Formula Three drivers are good enough for Formula One. I'm not certain whether I was right to miss out Formula Two. Perhaps if just imagine I've done a season of Formula Two and work out what benefit it would have been, I'll improve my times by a second a lap! You never know. No, seriously, I don't know. A lot of people say that I'm slower than Elio. But that doesn't worry me. I would be more worried if I crashed at each Grand Prix."

"YOU'RE TALKING ABOUT ELIO A LOT. HOW DO YOU GET ON WITH HIM? AT THE START OF SEASON YOU SEEMED TO BE QUITE CLOSE."

"It's always like that when you first meet someone. You want things to go well. It's not that I don't get on with him any more, it's just that I'm more independent. When you first meet someone, if you don't say hallo they think you're rude. But when you know them better, you don't have to show that you're still friendly. So I still get on well with Elio as I do with Don Nicholls."

"SOMETIMES YOU'VE BEEN VERY ANGRY WITH THE TEAM. DO YOU THINK IT'S BEEN THE RIGHT ATMOSPHERE IN WHICH TO LEARN?"

"Yes. I've learnt a lot. Generally speaking, we all get on well together within the team. I haven't had that many problems. When I've had problems, perhaps I've caused themmyself because I just want the best possible equipment. That's natural for a driver. I wasn't happy about not having the new rear suspension at Silverstone we'd just come back from Dijon where I was quicker than Elio. Furthermore that race was important because I was about to have a meeting with my sponsors about next season."

"YOU'VE LEARNT A LOT, BUT HAVEN'T HAD VERY GOOD RESULTS. ON BALANCE, ARE YOU SATISFIED OR DISAPPOINTED?"

"You must never look back, only forward. I'm happy with the way the season's going now. But I don't think I'm going win races. In retrospect I could have done a lot better. But perhaps we should look at it positively. I've only once not qualified, at Monaco. If you compare that to Shadow's record last year, that's not bad. Altough I'm speaking for myself, that goes for the team as well. I'm not saying that I'm better than the drivers last, but that team has progressed as well. I don't think that things are that bad. I'm not World Champion this year, but I'm working at it. I might be one day. When Niki Lauda started in Formula One, he was a long way off being World Champion. And although Mario Andretti was quick when he first drove a Formula One car, he wasn't ready to be World Champion. Equally, I'm not ready either. But I'm working to that end. Both car and driver have to be improved. World Champions aren't born, they're made. Whether someone makes them World Champion, or they make themselves World Champion isn't important. One doesn't become World Champion without hard at that aim."

"SO HOW IS A WORLD CHAMPION MADE IN YOUR OPINION?"

"The best way to become a good driver is to remain relatively cold but lucid in terms of competition. You have to analyse everything. You have to work and watch yourself, see what you're doing. If you look at the crowd and think wow, aren't I a superstar, everyone's come to see me, you just get a big head. It's better to try and imagine that you're in the car behind watching for yourself to make mistakes and seeing how you are driving. Self-analysis."

"YOU JOKE A LOT, YOU'RE ONLY 23 YEARS OLD, AND YET YOU SPEAK WITH EXPERIENCE."

"I don't know if it's experience, but I think that every driver has to start one day, and they know that they're not going to be World Champion the next. In order to be World Champion you have to be quick, but you have to learn as well. If I see someone doing something well I try to copy him. I want to progress and to stay in Formula One until I have succeeded. If someone wants to get me out of Formula One, they're going to have to sack me or force me into starvation or something like that..." □

WE'RE ON THE ROAD AGAIN

The race may be over, but some people have to work. They pack up the awning. Then they take to the road. They're always on the road these guys, they're the transporter drivers in Formula One. They're one thing to do: be at the circuit or the factory within the required time. Their job is a race from Grand Prix to Grand Prix. Wether they're going to the factory or to a circuit, the road is long and familiar. We've talked with the drivers a lot, and now we're presenting an account of their thoughts and worries, but above all their responsibilities by proxy during those trips.

by Mario LUINI

SPLISH-SPLASH

It was raining cats and dogs, the windscreen wipers were doing their utmost to disperse the torrent of rain that fell on the screen. Marcel, his big arms gripping the steering wheel, had had to ease off. Just his luck to have to ease off when the maximum speed of truck was 60 mph anyway. It was crazy, another day he could have just admired the countryside. Marcel swore between clenched teeth. The countryside didn't really interest him, principally because he knew it by heart, he'd been going down this road for a few seasons now. Anyway, the curtain of rain virtually obscured the view, but it would have been better than staring at the dark road and the dotted white line.

He thought of the ferry he had to catch, and of the customs formalities that he had to go through. With a bit of luck, the channel would be quite rough. That would enable him to be on the attack, quite important should one of those dreadful little efficient customs officers want him to take off the side pods of one of those three valuable wing cars in the back. Service-service, chin strap—chin strap, this kind of customs officer constitued about 50 per cent of them. The rest were divided. About a third of them were completely indifferent, and the rest became wide-eyed under their little peaked caps at the sight of a racing car. They were useful, those blokes, you made a up a bit of time thanks to them. Even so, they were divided into two different types. There were those who stamped your ATA carnets and wished you good luck, trying to help all the way. And there were those who reckoned it was their good luck to get a close look at a racing car under the pretext that it was their right as a customs officer. It was funny to see them, working overtime, eyes wide,hands moist, lusting after such inaccessible and gorgeous creatures in metal and plastic.

They weren't bad that lot, but it wasn't worth disturbing their fantasy by suggesting that the circuit was a long way away and there wasn't much time. Then the dream turned bad and...

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And the bloddy rain seems fall all the time. What a bitch. It always seems to be the same. Every time they have to work longer at the workshop, or one of the private test sessions between Grands Prix delays work, it's up to the truckie to make um lost time. The boss—or team manager as he's know in the press—makes the position quite clear. *"Don't hang around"*, he says, *"you've got be there by such and such a time."*

And you've got to be there too. Marcel shrugged his shoulders. Of course we'll be there on time. It's a sort of a challenge. But even so, it's a bit much...

"I wonder", he said suddenly to himself, *"if he realises what he's asking."* He spoke in a low voice, as though adressing the unshaven face that stared back, reflected by the tinted windscreen and coloured red by the lights from the instrument panel.

"Because ther's no doubt, he's giving us a lot of responsability. Can you imagine his face if we piled this lot up in an accident? Three cars lost, time money!..."

Marcel wasn't interested in the statistics of the matter, but all the same, it was in the back of his mind. Accidents do happen. Furthermore, time meant he couldn't always abide by the law. There are dodgy moments on the road every day, as there are for anyone travelling long distances. It was almost mathematical, but no particularly important. It was an interesting paradox.

SPLISH-SPLASH

The road stretched out in front of him, a long passage of light and white lines. When they reach the customs post, Bernard will take over the driving, and he, Marcel, can climb into the back and go to sleep, rocking away to the sound of the interminable engine.

That engine, a magic word. Marcel's life revolves around engines. He spends his life sitting on the engine, carrying around others in the back, and when he gets to his eventual destination, he'll have to listen to them for three days before it starts all over again. He must be crazy.

"What a life", he used to say in wonder, mixed with self-admiration, incredulity and fatigue. *"You load up, drive as hard as possible, maybe within the law, unload, load up again, drive home..."* Sleeping in a hotel bed or the bunk in the back wasn't exactly a family life.

But Marcel didn't care. He was unmarried anyway. His life revolved around those warm and welcoming roadside cafes that the old crowd of "road-racers" had built up as legend. Still, they weren't everything. He though about his colleagues, the mechanics in the team. Did they have a family life? No way. Those who were married weren't married for long. Divorce, dramas flourished, not surprisingly really, when you consider that they're away from home for ten months of the year. Then they take a month's holiday between October and the end of December, and even then, preferably not all in one go. That

WE'RE ON THE ROAD AGAIN

The race may be over, but some people have to work. They pack up the awning. Then they take to the road. They're always on the road these guys, they're the transporter drivers in Formula One. They're one thing to do: be at the circuit or the factory within the required time. Their job is a race from Grand Prix to Grand Prix. Wether they're going to the factory or to a circuit, the road is long and familiar. We've talked with the drivers a lot, and now we're presenting an account of their thoughts and worries, but above all their responsibilities by proxy during those trips.

by Mario LUINI

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was enough to discourage any wife. But you had to like the life, racing in itself was demanding as a mistress. Marcel thought it was OK.

SPLISH-SPLASH

Wasn't this rain ever going to stop? Time was marching on, but not this truck, at least, not as quickly as it should be going. They were approaching a good roadside restaurant. Marcel thought about it, pickled pork with lentils came to mind. Furthermore, there would be friends—of both sexes. Even though he couldn't stay late, a little warm atmosphere, friendship would help the storm blow over. Anyway, he was already late for the scheduled ferry.

Marcel dreamt a little. He liked to be with his fellow truckies from the Formula One circus. Formula One in the back. Formula One trucks, they were the kings on the road. Other truck drivers envied them, asked them to describe what actually happened in the race which they'd seen on television. They paid for the drinks. He was one of the truck driving superstars.

Other lorry drivers often said to them: *"you're lucky, you blokes, you drive around with your racing cars, you don't have a lot of weight in the back, there are lots of birds at the circuit, you get around to different countries."* Well, if that's what other people thought of them, so much the better. He could have disillusioned them. There's a lot of work to do back at the factory when they get back from races. At the circuit they have to work just like other mechanics. But maybe it's better not to mention all that. Why destroy the image? Other truck drivers wouldn't believe them anyway, so why not perpetuate the legend, yes, of course we're superstars.

SPLISH-SPLASH

Marcel didn't stop at the restaurant. He was worried about the customs procedures. If it went badly, he'd lose a lot of time. He could always stop later to eat, maybe.

Marcel tried to put himself in the customs officer's shoes. How would he feel about such valuable equipment going from country to country? The truck is really a moving factory, even though it contains three racing cars. On top of that there are the spares, toolboxes, a hundred wheel rims, bodywordk, engines... it wasn't surprising that sometimes the customs fellows thought it more a load of contreband. That's why it often took some time to get through. There may be a deposit lodged with the customs authorities covering the value of the goods, but did it really cover the full value of time and development?

And how long would it take him to get through this time? On the previous trip it had taken four hours. The time before that, he'd arrived in the evening and not left under midday the next day. The secretary back at the works had made a spelling mistake when typing his name on the carnet and the customs people thought he was a forger. But he'd been consoled by the thought that the Renault and Alfa Romeo truckies had had to completely unload their trailers.

Fair enough, when you see Renaults massive truck, you might be forgiven that the Regie itself was trying to leave the country!

SPLISH-SPLASH

Marcel was enjoying the fresh air up on deck. As they were approaching the English coast, the rain was thinnig. The waves in the channel

Te first task of the truckies when they arrive in the paddock is to clean the trucks. The sponsors demand that they are neat and clean. The trucks in fact are their own advertising medium.

Ferrari-Wolf: red and black.

Transporters in the paddock: some of them do 100 mph, 350 bhp engines, they make an imposing and colourful convoy.

were drumming against the hull off the ferry as the rain had hammered against the windscreen of the truck. Marcel felt good. Customs had only taken a few minutes. He'd been lucky. The customs man had been crazy about racing, and all he'd had to do was promise that they'd win and they'd been allowed through. Bernard hadn't even woken up. Then on the boat, he'd met the blokes from the other French Formula One team, and the Italian truckies from Ferrari. The second part of the trip was looking good. It was always good to join up with other drivers from the world of motor racing. It was almost habit for them to meet up somewhere along the route, and to see a colleague in the middle of the night in some far away place strengthened their camaraderie.

So shortly he would land in what was almost the home of Formula One, and where, a few months early, F1SSHIT had been formed. It was the association formed for the truck drivers in Formula One. F1 naturally stood for Formula One, S was for Super, and the rest was a self-explanatory description of what they thought of FOCA and to remind sporting snobs who only looked at Formula One cars and drivers that there were other people in the world of motor racing. A typical example of English humour.

Marcel remembered when the big, blond, moustacheoed fellow from Wolf had come over to him with the official F1SSHIT sticker. He'd explained what it all meant, although Marcel hadn't understood it all, but now his tractor unit bore the sticker, as did all the other trucks in Formula One.

Bernard reckoned that F1SSHIT had only been organised so that the truckies could have a few drinks together. Typical "Rosbifs", the English truckies had an easy time of it. All they had to do at the circuits was to give the mechanics sandwiches and coffee. Bernard and he had to work, Bernard as a mechanic on one of the cars, and he, Marcel, looked after the tyres and wheels.

SPLISH-SPLASH.....
SPLISH-SPLASH

The English coast was getting closer. It was time to go and wake Bernard, and for him to settle into the warm soft bunk. Bernard could drive on the wrong side of the road, wet, slippery and narrow.

It would be Bernard who would park the truck in their pre-determined space in the paddock, ordered to manœuvre that little bit closer to their habitual neighbours for the Grand Prix season. The marshals will give him a hard time, the FOCA people him will order him an inch or two closer to the next truck so they can squeeze in another of their plush motor-homes.

But he, Marcel, could sleep now. And he'd better sleep. In between practice and race, there wouldn't necessarily be much time to make up for lost sleep. Better to seize the opportunity while he could...

Arrows A2 and Williams FW 07 at home. Little space is wasted between trucks, every inch is used.

When transporters become workshops. Mechanics often use the transporters as an extension of the factory to modify or repair parts. The Renault truck (bottom right) is one of the best of all.

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DALY RETURNS

BY MAURICE HAMILTON

« What are your first thoughts when you wake up on race day ? » Now that's a leading question which some drivers would find difficult, not to say embarrassing, to answer. Nonetheless, Derek Daly had a characteristically quick reply for the man from Austrian Radio. *« My first thoughts are that I would like to be on the winner's rostrum later in the afternoon, »* he replied with a chuckle.

It was a bright answer to a dumb question and sent the interviewer away in a happy frame of mind. Derek Daly has a knack of doing that. But then he was feeling much happier than of late having finally bridged the 2 1/2 month gap between not qualifying at Monaco and returning to Formula One and claiming eleventh position on the Osterreichring starting grid.

He sat on the pit counter, kicking the heels of his driving boots against the wall and reflecting on a frustrating season's motor racing. A glance through Daly's diary at the beginning of the year showed a heavy programme of Formula One with Ensign coupled with a works March Formula Two ride - a year of promise. Another glance through the results tables to date revealed six months of disaster and disappointment.

Daly did the best he could with the Ensign N177 in South America and eagerly awaited the team's ground effect car which made its debut at Kyalami. A planned lengthy test programme disolved into a handful of laps due to the usual new car teething problems and Daly failed to qualify. Hopes lifted with a start at Long Beach but a misfire followed by an attack by Rebaque's Lotus led to retirement. Three more 'DNQs' followed and Daly decided to split amicably from Ensign at Monaco. He had parked the N179 against the wall during a desperate attempt to qualify a car that was simply terrifying to watch on the move. It was a difficult decision as he recalls : *« The last thing I wanted to do was leave Formula One but it came to a head in Monaco. Things were always going wrong and Mo Nunn and Chuck Jones were beginning to lay the blame on my driving. I thought it would be better to concentrate on Formula Two and hope for the odd Formula One drive while aiming for a good seat in 1980. »*

Daly's frustration was compounded by a Formula Two season which was not providing the wins he desperately needed. Nothing less than first place was acceptable, of course, following two wins and third place in the 1978 championship. Once again, Daly had apparently made the right decision at the beginning of the year by joining the ICI March team but events have proved otherwise. *« On paper, it looked right, »* says Daly. *« But the fact is that I have had only one constructive test day. The car was not sorted properly and the tyres were not suited to the car. The proof of the problems was that there were five cars set up in five different ways and obviously they all couldn't be right. »*

Hopes of returning to Formula One took a dive as steep as Monsieur Depailler's hang gliding flight path when Daly failed to get the Ligier drive. *« I tell you it was that close, »* he said, indicating a quarter inch gap between thumb and forefinger. *« They wanted me in the car but French Politics said otherwise. It was terribly disappointed and all I could hope was that other teams at least realised I was available. »*

The races marched by and Daly waited patiently in his Monaco lair. He may as well have been on the moon for all it seemed to matter to the teams battling at Dijon and Silverstone. Certainly Derek Daly was the last person on Jean-Pierre Jarier's mind when his doctor diagnosed a liver complaint. The Enna Formula Two race clashed with Hockenheim but nonetheless Ken Tyrrell soon had an Irish brogue lilting down the phone. It was agreed that Formula Two commitments came first but the point had been made and Tyrrell pencilled the name 'Daly' onto his list.

As we recorded in the German Grand Prix edition of Grand Prix International, Geoff Lees did a first class job under the circumstances and Daly read the glowing race reports with mixed feelings. He knew Tyrrell would have been impressed with such a common sense approach and, on top of that, Jarier might be fit for Austria. No harm in phoning for another chat though. *« We agreed to have a meeting after the Misano Formula Two meeting, »* said Daly. *« I was terribly aware that I was out of Formula One and I felt I should at least meet the man face to face. I left with the feeling that Lees would be in again if Jarier was unfit. Suddenly, on Wednesday afternoon, I had a call from Tyrrell and I was at the factory that evening for a seat fitting ! »*

said Daly with a confident if slightly optimistic tone. He would have done so if the race had followed the normal course of Grand Prix events but on this occasion, while there was a high retirement rate, the halt and the lame dropped out behind rather than ahead of him. Not that the Irishman had time to think about that for he was under continual pressure for his 1 hour, 28 minutes and 20.68 seconds of motor racing.

Holding an initial tenth place, Daly fought off Rosberg before yielding to Piquet as he moved through following a poor start. Rosberg returned the pressure before retiring at quarter distance and allowing Tambay to move forward to harry the Tyrrell. Tambay tried everything he knew for 23 laps but the McLaren was losing on straight line speed and the Frenchman was unable to upset Daly's composure despite some late braking moments at the Hella Licht. Tambay's frustration came to the boil on the 42nd lap and he lost ground after a particularly tense moment. Watson then stepped forward and took up the challenge which brought the « Irish Situation » onto a race track for the final twelve laps. Dublin won the day but not without a titanic struggle from the Belfastman - the two cars crossing the line two hundredths of a second apart.

Daly, perspiration trickling down his face, walked slowly back to the Tyrrell motorhome, casting a glance at the victory rostrum as he went. The trophies were not for him of course. But at least his performance on August 12, 1979 might just guarantee he will wake on future Grand Prix mornings and think seriously about that revered platform....

One of the first things journalists did at the Osterreichring was to cast curious glances at another new four letter word on the side of Candy Tyrrell number 4. Rather than assume his usual air of indifference, Tyrrell marched across to a group of puzzled scribes. *« Right, »* he boomed with a broad grin, *« While you are all here, I'll explain the situation. »* He then addressed the troops as pencils stood to attention. *« We haven't settled our team for next year yet. We tried Geoff Lees at Hockenheim, were impressed with the job he did and as we are in this unusual situation, we thought we may as well give Derek Daly an opportunity. »*

Ken Tyrrell has a reputation as a talent spotter which is a throw back to his early days with Jackie Stewart but Tyrrell shrugs off such a notion with typical honesty. *« It's nonsense, »* he once said in an interview. *« If you couldn't see Jackie's ability then you were an idiot. »* While Tyrrell may not be a selfconfessed talent spotter he is certainly not an idiot either - as witnessed by his decision to run promising men like Lees and Daly.

No doubt Tyrrell quietly assessed the different personalities of the two men as they made the most of such prized opportunity. One was eager but retiring, treating the deal like the first day at a new school. The other, outwardly confident and acting with the quiet respectfulness of a pupil returning to class after a long absence. Both were equally talented in their own rights and whereas one simply wanted to make the race, the other knew *where* he wanted to qualify.

« I had hoped to be in the top ten - but eleventh will do ! » said Daly with an excited air once practice had finished. *« I knew I had to prove I could go well given the right equipment but at the same time I had to be professional and not do anything stupid. I had never driven a competitive ground effect car before and you just can't believe the difference. I took time to learn about the late braking and turning in. The difference is incredible. »*

The opening untimed session had thrown in the additional hazard of a wet track but the surface had dried sufficiently for the timed 1 1/2 hour period on Friday afternoon. Daly had one set of qualifiers at his disposal - but inexperience caught him out. *« I just wasn't used to running qualifiers and I didn't go quickly during the first flying lap. By the time I was into the groove on the second lap, the tyres had started to blister. You really have to be mentally switched on from the word go. »* Undaunted, the Irishman turned in a lap of 1 m 38.6 s (as opposed to 39.3s on qualifiers) at the end of the session and earned praise fromTyrrell.

Conscious of the lessons learnt, Daly made no mistakes with the qualifiers on Saturday. The early morning rain had been blown away and occasional shafts of sunlight heightened the thousand shades of green colouring the surrounding mountains bristling with pine trees. Daly had no time for the scenery as he appeared with the tell-tale markings of a fresh set of qualifiers flicking past on Tyrrell 009. Next lap and it was obvious he was motoring, braking late, turning in deep, DFV singing strongly. Minutes later Anthony Marsh informed the Austrian audience that *« Number four, Candy Tyrrell, Derek Daly has done 36.54s. »* Another set of qualifiers and Daly was down to 36.42s despite a momentary delay behind the McLaren of Patrick Tambay. It was a portent of things to come on race day.

Full tank runs in the race morning untimed warm-up went according to plan and Daly paused at the pit wall to watch the Tyrrell mechanics at work *« They are such an organised team. There's no rush and yet the job's done without any fuss. Ken's like that too ; serious when he needs to be but otherwise there is time for a laugh and a joke. I really didn't think he would be like that. It suits me fine. »* A journalist carried out another interview against a background of snarling Alfasuds. *« I aim to finish in the points, »* □

CANDY-TYRRELL

Tyrrell-Ford 009/04:
Didier Pironi (F)
Tyrrell-Ford 009/03:
Derek Daly (IRL)
Tyrrell-Ford 009/01:
spare.

Austria: Although he hoped to be back in the driving seat at Osterreichring, Jean-Pierre still Janer wasn't recovered and his car was taken over by Derek Daly who did well. Pironi had problems with the steering during the first sessions and used his spare car. Even so, he set seventh fastest time on Friday. The next day, using a new engine, he lost three places. *"Only the weather conditions equalise each team's chances. Even though we've done a lot of work, we're still someway from the front. We're lacking top end speed."* Maurice Philippe had brought as hand luggage flaps to cover the extractors but they weren't necessarily very efficient.

Daly got used to his new car very quickly and qualified only 16/100ths slower than Pironi, delighted with the car. During the race the Irishman was always battling with someone despite understeer. Didier also had handling trouble which he attributed to the rear tyres. *"Very early on I softened the anti-roll bar but it wasn't enough."*

Holland: Jarier was back in the team for Zandvoort. Ken Tyrrell deliberately went for straight line speed to the detriment of downforce in the corners. The bodywork beneath the car had been extended to enclose the gearbox and engine. Didier's car was fitted with outboard brakes and he tried hard during practice, while Jarier complained that he car wouldn't handle in the corners, even though the car wasn't really set up for the corners. Didier found himself in third position during the race but the rear suspension broke in a fast curve and he was lucky not to crash. Jarier's accelerator cable left him with full throttle and he quickly pulled off.

TEAM MERZARIO

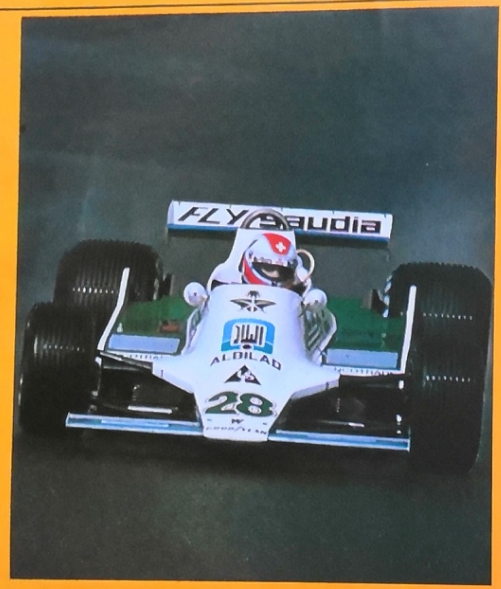
Merzario-Ford A4/01:
Arturo Merzario (I)
Merzario-Ford A2/03:
spare.

Austria: The 1979 season has been nothing more than a long trial for the courageous Arturo. And the introduction of the new A4 has done little to change it. Engine trouble in each session meant he lost three quarters of timed practice, and it's hard to qualify under such conditions. The bodywork had been altered for Austria with long fins along the side pods, but Arturo returned to the former configuration. He crashed during the first session on Friday and had to use A2 to try and qualify the next day. He could only lap around 12s slower than Arnoux and once again was on his way home before the GP had started.

Holland: At Zandvoort engine trouble again cut short his practice. The engine was changed between the two session on Friday. On Saturday he missed the untimed session altogether, and it meant he had an almost impossible task of qualifying in the afternoon.

SAUDIA-WILLIAMS

Williams-Ford FW 07/03:
Alan Jones (AUS)
Williams-Ford FW 07/02:
Clay Regazzoni (CH)
Williams-Ford FW 07/01:
spare



Austria: *"We haven't changed anything since Hockenheim"*, said Frank. *"Even though the lap speed is about the same as that in Germany, the Zeltweg configuration is quite different and the drivers are going to want a lot of downforce"*. And they it with succes, for white and green cars set fastest time (Jones) and sixth fastest (Regazzoni) on the Friday. Even so, the Swiss had to use his spare to set the time after his own V8 started to lose power. On Saturday morning, Jones had a rare accident. *"I don't know what happened, I just seemed to lose grip at the chicane, I couldn't do anything about it. Perhaps I just aquaplaned off on a puddle."* The damage was left suspension torn off and a side pod to change. His 03 was ready for the warm-up on Sunday morning, furthermore a new V8 was installed. Nevertheless, Jones did free practice with the spare. The engine was the only subject of conversation concerning the Williams after the race. It was sealed and checked in England later where it was found to be completely legal.

Holland: The Zandvoort circuit demands even more downforce than that in Austria, yet the Williams almost certainly used as little as possible. The wings had very little angle but they did their job well. Regazzoni broke an engine on the Friday morning. On Saturday morning, the three Williams's admission trumpets were covered with thick gauze instead of the normal wire arrangement. Jones had an oil leak during the warm-up. He started in the spare car. Only Regazzoni's accident with Arnoux upset the Williams camp during the race.

FERRARI SEFAC

Ferrari 312 T4/040:
Jody Scheckter (ZA)
Ferrari 312 T4/041:
Gilles Villeneuve (CND)
Ferrari 312 T4/038 and 039:
spare car

Austria: Another fast circuit which scarcely favoured the characteristics of the 312 T4. Once again they had to balance their average road holding (almost semi-wing car) with the power and torque of the flat 12 engine. With their classic aerodynamics, the red cars had a bad Friday which Forghieri blamed on Michelin. Even though they blamed most of their troubles on the tyres, the team adjusted the cars quite considerably on Friday night. They were right because on Saturday the times fell by more than a second and a half. Scheckter still complained of lack of traction while Villeneuve went beyond the limits and crashed the car quite hard and injured his back during the afternoon.
Even though there was little they could do about Jones, the Ferraris went quite well.

Holland: There was quite a surprise at Zandvoort for there was a considerably modified T4. Jody Scheckter only did a couple of laps in the car and the T4 spent the race in the pits. Ferrari's biggest problem is that their ground effect isn't as good as it might be, although the drivers' determination almost makes up for it. Villeneuve had his left rear tyre explode at full speed during the race. He drove back to his pit in order to have it changed, but little did he know that by that stage, the whols suspension was hanging off.

MARTINI RACING TEAM LOTUS

Lotus-Ford 79/ML 20:
Mario Andretti (USA)
Lotus-Ford 79/ML 22:
Carlos Reutemann (RA)
Lotus-Ford 79/ML 23:
spare.

Austria: ML 20 and 23 arrived in Austria with the rear suspension of the lotus 80, but sumewhat revised. There was a wide lower wishbone, two top links as well as the usual rocker arm operating the spring-sbock absorber which was very much at an angle and mounted in front of the Lotus gearbox. New uprights had brake scoops built into them. The anti-roll bar was mounted on the clutch bell-housing. However, the spare car was unaltered. Andretti jumped from one car to the other throughout the weekend, finally racing the older version.

Traction and road holding were blamed by the reigning World Champion, while Reutemann complained of a car that was *"without ground effect and practically undriveable."* Chapman nevertheless attributed the Argentine's complaint to a legacy of his two accidents in Germany.
At the start Andretti was let down by his clutch while Reutemann stopped for new tyres and retired shortly after following a battle with a determined De Angelis.

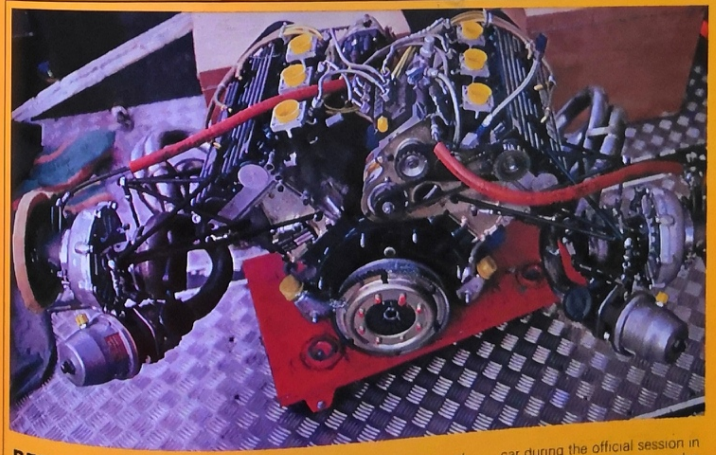
Holland: A new version of the Lotus 80 was meant to appear in Holland, but instead the 79s were back again with their old suspension modified only with outboard brakes. The spare was still chassis number ML 23 but in the older configuration. The road holding was bad and straight line speed wasn't good which is beginning to try the patience of both drivers and mechanics. Reutemann retired during the race with damaged rear suspension accusing Janer of having hit him. Andretti was let down by his engine which lost all its oil early on.

LIGIER-GITANES

Ligier-Ford JS 11/04:
Jacques Laffite (F)
Ligier-Ford JS 11/01:
Jacky Ickx (B)
Ligier-Ford JS 11/02:
spare.

Austria: The three French cars appeared in identical trim, modified in particular by flaps under the exhaust system and bodywork around the engine going as far back as the gearbox. These modifications seemed to work well for Laffite set the fourth best time on the Friday. Ickx had problems all the time and didn't seem to be able to solve them, covering only 19 laps on Friday. On the Saturday the Ligier team had more problems, for Laffite left the road because his rear brake master cylinder didn't work and the had to use the spare in the afternoon qualifying session and he didn't approach his previous day's time.
Ickx had a new engine for Saturday morning. The chassis had been thoroughly checked overnight. On Sunday morning the Belgian's engine broke and chassis 02 was prepared for him to race. He wasn't too happy about it but on the 26th lap the engine blew up. Jacques, on the other hand, saved the weekend for the team by taking third place on the very last lap.

Holland: The Ligier team spent a weekend of mixed emotions ups and downs, rather like the weather. The biggest down was after the warm-up when Laffite described his car as undriveable over the numerous bumps around the circuit. His car's side pods had been modified and the ground effect had been improved, but the suspension couldn't cope with the improvement. The springs weren't strong enough so Jacques decided to use the spare car for the race. Under these conditions, Jacques' performance was excellent. Jacky Ickx had his usual car whose side pods had also been modified in order lessen the angle between pods and monocoque. He qualified a long way back but drove a steady race which allowed him to take two World Championship points.



RENAULT-ELF

Renault RS 11:
Jean-Pierre Jabouille (F)
Renault RS 12:
René Arnoux (F)
Renault RS 10:
Spare.

Austria: As with Ferrari, Régie Renault appeared with slightly modified cars in terms of downforce. Furthermore, the technicians had also attempted to save weight and had built up new admission pipes in aluminium, but these weren't used during the race. Furthermore, new wheels were tested on the spare car with an exterior wheel centre similar to those used on Porsche 917s in order to improve brake disc cooling. Jean-Pierre Jabouille set the best time on Friday morning in the rain, but felt his engine weakening and used the spare car during the official session in the afternoon. But a valve spring broke shortly after. They changed the engine and turbos for the next day. Once again though, he was troubled, this time with a turbo which didn't work properly and that was changed for the afternoon's official session. And at the end of that session, the engine blew up. It really wasn't Jean-Pierre's weekend. But Arnoux made up for it by taking his first pole position *"without problems"*.

Right from the start of the race, Jabouille (in RS 11) had trouble with the clutch, *"almost certainly tightening up"*, as well as brake trouble which caused him to retire after 16 laps. Arnoux missed on a well-deserved second place. *"I didn't make a good start and the wheels started to vibrate which worried me. So I drove at a steady pace and then quickened it a little. But twelve laps from the end, the petrol pump stopped picking up fuel and I had to stop for more."* But René didn't really run out of fuel, it was more complicated than that. The foam within the tank was faulty and had upset the fuel feed system.

Holland: At Zandvoort the Renaults were fitted with new admission pipes and wings that gave more downforce. The latter modification somewhat upset Jabouille because it took him a long time to balance the car properly, and it wasn't until right at the end of practice that he was able to get it right.
Renault's fourth pole position came to nought when Arnoux and Regazzoni collided before the first corner. Jabouille retired because his clutch let him down again.

PARMALAT-BRABHAM

Brabham-Alfa Romeo BT 48/4:
Niki Lauda (A)
Brabham-Alfa Romeo BT 48/2:
Nelson Piquet (BR)
Brabham-Alfa Romeo BT 48/3:
spare.

Austria: The three Brabhams were scarcely modified at all since Germany, apart from new smaller front fins which used on Lauda's car only and then discarded for the race.
Once again the Alfa V12 let down Lauda. There may be two reasons for that: the Italians are on holiday (as are Cosworth) or Chiti is concentrating 101 per cent on the Alfa-Alfa. Whatever, Lauda tried hard and got onto the second row which was a good effort, even though his engine blew up during the Saturday session. During the race, both Brabhams ran together but retired 13 laps apart because of engine trouble.
Holland: There was a slight change of numbering on the cars that rolled out of the Brabham transporter which astounded on-lookers. The spare carried the number 6 instead of number 5. Ecclestone apparently reted the chances of his young number two driver to his more experienced number one. The continuing story of engine breakages angered Bernie, but also Chiti. The Italian held the English team responsible, saying that the oil tanks were not strong enough in the BT 48 hence the breakages in the Alfa Romeo V12. Apparently Chiti's warning was heeded for the Italian engines didn't break apart from Piquet's on the first day. The Brazilian took three points during the race which Lauda watched as a spectator. He pulled out as his right wrist was painful and hurt in left hand corners.

OLYMPUS-WOLF

Wolf-Ford WR8:
Keke Rosberg (SF)
Wolf-Ford WR9:
spare.

Austria: The latest Wolf still seemed afflicted by a problem in the fuel system. But Rosberg prefers the WR8 anyway. The Wolf team's problem is hard to define because neither car nor driver seem to blame for the lack of restults. Team manager Peter Warr is more and more convinced that their problem is the lack of a designer who can sort out the cars on the track. *"Harvey Postlethwaite is an excellent ideas man but isn't capable of sorting out certain problems."* But Warr is adamant that the WR8/9 are good cars with which to work, and that Rosberg is a really good driver. By way of illustrating the problem Warr recalls something that James Hunt sait to him shortly before he left the team. *"Nowadays Formula One is very sophisticated. You no longer need a superstar driver but a young charger supported by a good track technician."*
The Wolf was suffering from lack of balance in the corners, and the front suspension wasn't working well. Rosberg retired, like a number of others, because his Cosworth engine let him down.
Holland: Wolf did a lot of testing in England following the Austrian Grand Prix for they modified the interior wing and the rear suspension. It wasn't without success for Rosberg set a superb seventh quickest time in practice. He ran well in the race, getting up to third place before pitting because of eletrical trouble, and then retiring three laps later for the same reason. The spark box wasn't thought to be the reason but a short circuit which had somehow halved the revs of the engine. The mechanics changed the spark box but this normally rapid operation took a little longer because of the complicated admission trumpets.

SAMSON-SHADOW

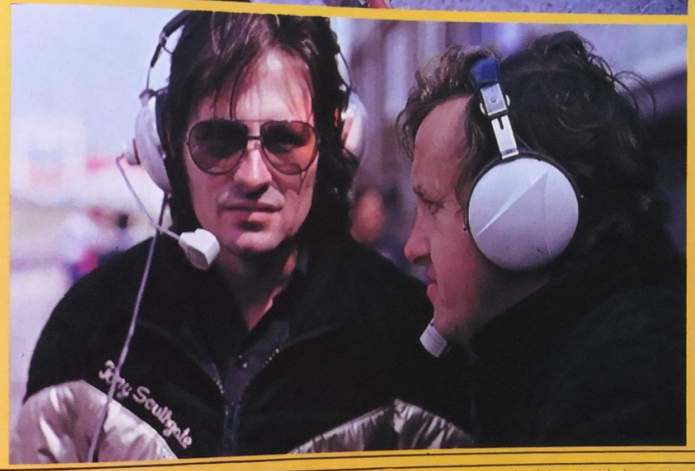
Shadow-Ford DN 9/3B:
Elio De Angelis (I)
Shadow-Ford DN 9/2B:
Jan Lammers (NL)
Shadow-Ford DN 9/4B:
De Angelis's spare.
Shadow-Ford DN 9/5B:
Lammer's spare.

Austria: There were no particular modifications to the 3 and 2B chassis which both were fitted with the new rocker arm rear suspension. But the Shadows were still in their rather familiar position at the back of the grid. That's a shame because the drivers are determined to do better. De Angelis went off the track on Friday, damaging the rear suspension and the right side had to be replaced. *"I was unable to controle the car when it aquaplaned"*, he explained. On Saturday Lammers had a new engine break while De Angelis had an oil leak. They both retired during the race with engine trouble.
Holland: Not surprisingly, Jan Lammers was the hero of the National crowd at Zandvoort. Unfortunately, his success wasn't in proportion to the crowd of photographers around him. The shadows are still heavy and not very good at their job. They were fitted with redesigned front suspension which was meant to help the smaller diameter Goodyear tyres. Jan had a problem with his gearbox early on and then the engine blew up. De Angelis retired with transmission trouble.

WARSTEINER-ARROWS

Arrows-Ford A2/1:
Riccardo Patrese (I)
Arrows-Ford A2/2:
Jochen Mass (D)
Arrows-Ford A1/3A:
spare.

Austria: At the end of the first day of practice, Riccardo Patrese was sitting in the pits, alone, thinking hard. *"There's good downforce but I just wonder if there isn't too much and it's slowing us down on the straight."*
Obviously all downforce gained tends to be a kind of brake, but is that the Arrows' only problem? During Friday's session, Riccardo was complaining of lack of downforce at the front! On Saturday, he worked hard with a set of qualifying tyres and took 13th position on the grid. Patrese's race lasted until the 34th lap when the rear suspension failed. Mass was less lucky. He retired after only four laps with a holed water hose.
Holland: The two Arrows were fitted with slightly redesigned front suspension and a modified rear wing at Zandvoort. Eight laps after the start of the race, Patrese lost his brakes altogether at Tarzan and ploughed headlong into the catch fencing at high speed, escaping unhurt. Mass took one point despite struggling with an unhealthy engine. One car will appear at Monza with new rear suspension designed to cope better with the downforce.



MARLBORO TEAM McLAREN

McLaren-Ford M29/1:
John Watson (IRL)
McLaren-Ford M29/2:
Patrick Tambay (F)
McLaren-Ford M28/3:
spare.

Austria: The two M29 chassis had slightly repositioned rear suspension, but *"seemingly without much effect"*. The interior wings had been slightly reshaped as well and the rear extractors had disappeared and were replaced by flaps over the exhausts. Tambay was the only one to use this modification. *"It's not really possible to ascertain whether it's of any use because I'm mainly concentrating on steering the thing"*, he explained. Watson was the first to complain of this particular fault: the rack had been modified with a ball thrust bearing which seemed to limit travel. John decided to stop practice which allowed Tambay to use the three sets of qualifying tyres left over.
The Frenchman's engine blew up during the morning warm-up but he went well in the race until he went off the track which blocked his radiators and caused subsequent overheating. Watson came through the field at the end of the race and caught up Daly whom he found hard to overtake and had to follow him across the line.
Holland: McLaren appeared with a third M29 chassis at Zandvoort which was given to Watson while chassis 01 became the spare car. During the first session Watson was lucky not to crash the car when the left rear suspension broke. On Saturday morning it was Tambay's turn to lose much of the session thanks to fuel feed trouble. Both cars had misfires during the warm-up and were troubled during the race. Tambay stopped twice with an electrical problem, and Watson stopped twice as well before his engine blew.

COPERSUCAR-FITTIPALDI

Copersucar-Ford F6A/1:
Emerson Fittipaldi (BR)
Copersucar-Ford F5A/1:
spare.

Austria: The already modified F6A was scarcely further modified at Zeltweg. It was only fitted with large front fins, but the handling was scarcely improved. *"We've got a big problem with the skirts which don't work well at all. Furthermore, the car is rather too heavy"*, explained Emerson. The Brazilian's second session was interrupted when the engine dumped its oil on the track. During the race the rear brakes locked on and he retired after 15 laps.

Holland: After the Austrian Grand Prix the team worked in the wind tunnel and began work on a second F6. But the car was scarcely modified at Zandvoort and it was a great disappointment to the twice World Champion. The handling was very bad and he retired after just two laps with engine trouble.

ATS WHEELS

ATS-Ford D2/01:
Hans Stuck (D)
ATS-Ford D1/03:
spare.

Austria: The new car was finally ready and both Hans Stuck and new team manager Vic Elford were delighted. It seemed well-balanced and appeared to be competitive. *"We've done a lot of work in the wind tunnel and we're going to do some more next week. But I don't think it will take lont to get it really competitive"*, said Elford. The first unofficial session on Friday morning saw the old car out because there was still work to be done on the new one. In the afternoon, a wheel broke and both a side pod and the rear wing were damaged. Hans drove a good race until his engine let him down.

Holland: The second D2 chassis wasn't ready for Holland because wind tunnel work was still being done on the first chassis. *"We haven't had any problems but it's been very useful in terms of downforce. I think we understand ground effect better now."* The D3 went well on the Friday. Hans has always gone well in the wet and during the wet unofficial session, he set 12th quickest time. In the dry the car was a little more nervous but all the same, Hans endep up 15th quickest.

During the race, the car stopped a number of times with gearbox trouble. *"There was bad vibration coming through the gear lever and I was afraid of breaking a driveshaft"*, Hans told us. He retired 15 minutes later for that reason.

TEAM ENSIGN

Ensign-Ford MN 179:
Patrick Gaillard (F)

Austria: The Ensign was modified for Osterreichring. There was new front and rear suspension in order to cope with the new Goodyear tyres. *"The rubber is the same, but the casing of the tyre is harder and that effects the car when it's turning into a corner"*, explained Gaillard. The engine bodywork had been discarded, but Elf stickers made their appearance on the bare sides of the car. Although a driveshaft broke, Patrick qualified in front of De Angelis, Rebaque and Merzario. During the second timed session, he only did 15 laps because the petrol pump broke. Patrick got onto the grid by 6/100ths of a second in front of Rebaque, before the engine blew. It was changed overnight and then the new one went during the warm-up after only five laps. Because of Andretti, Gaillard even led Reutemann during the race, but then stopped at the pits because his brakes weren't working properly, but Mo Nunn sent him back out and he retired when the hub broke flat out in fifth.

Holland: The suspension geometry was again altered for Zandvoort, but it wasn't used much. Nunn refused to allow the car out for Friday's wet session in case Gaillard bent the chassis. On Saturday the oil radiator leaked and there wasn't a replacement in the truck. It wasn't surprising that the Ensign didn't qualify.

TEAM REBAQUE

Lotus-Ford 79/ML 19:
Hector Rebaque (MEX)
Lotus-Ford 78/ML 18:
spare.

Austria: The new Rebaque car was meant to appear at Zeltweg but it wasn't finished. So Hector had to use his Lotus 79 again which he found difficult to drive quickly. Chapman grudgingly sold him a couple of skirts when the Mexican broke his going off the track, but Rebaque was never really looking as though he'd qualify.

Holland: The team brought the Lotus 79 to Zandvoort, but in place of the spare 78 was the new Rebaque HR 100/01 which we will describe elsewhere. It was not finished and never left the paddock. The ML 19 was unchanged from Austria but managed to qualify in last position on the grid. Rebaque stopped halfway through the race to change the left rear tyre and finished the race in last position, which, thanks to retirements, meant seventh.

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